FIRST LOOK: 1999 HONDAS

CYCLE NEWS®

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Catalunyan Grand Prix

Doohan Back in Control

Plus:

- Hamill hurt in Poland
- Las Vegas Superbike Preview
- World Team Cup Speedway
- Bol d'Or & more...

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TIME DATED WEEKLY NEWS

IN THE WIND

Corbin Racing packed a one-two punch in the 750cc Expert main event at the **Seattle Mile** Hot Shoe National in Auburn, Washington, on September 19. **Rich King** (Hon) won the main, with teammate **Gary Rogers** finishing second. **Scott Parker** (H-D) was third, with **Chris Carr** (H-D) finishing fourth and **Shaun Russell** (H-D) ending up fifth. **Lonnie Pauley** (W-R) topped the 600cc Expert class, finishing ahead of **Steve Mayfield** (W-R) and **Eli Price**. Rogers took the win in the 883 class. **Sean Lollar** was second and **Chris Fitzhugh** was third.

Jeremy Chaussee (Kaw) won the 125cc Pro class during round two of the GFI Fall Series at Los Angeles County Raceway in Palmdale, California, on September 20. **Billy Payne** (Kaw) finished second and **Jeff Willoh** (Suz) was third. Payne won the 250cc Pro class, with Willoh finishing second and Chaussee finishing third.

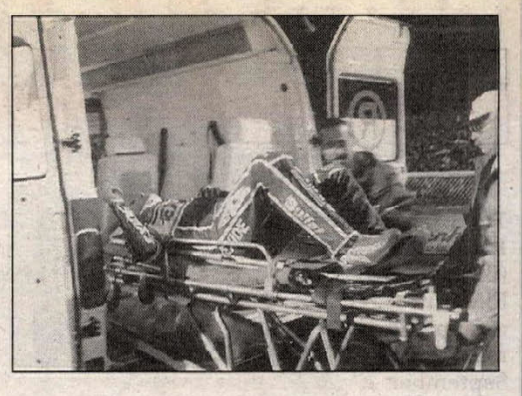
Tim Friedhoff (Hon) and **Lou Gerencer** (H-D) were the big winners at the 10th round of the AMA National Championship Hillclimb Series in Middlebury, Indiana, on September 20. Friedhoff won the 540cc class over **Paul Pinsonnault** (Hon) and **Wes McCoy** (Kaw), while Gerencer topped the 800cc class over **Mike DeBusk** (Kaw) and **Bobby Templeton** (H-D).

Larry Ward (Suz) was the big winner at the UFO Fast Cross, held in Arsago, Italy, on September 19. Ward led home a long list of American riders, including Ryan Hughes (Kaw), Tallon Vohland (Hon), Mike LaRocco (Hon), Jimmy Button (Yam) and John Dowd (Yam). **Jeremy McGrath** (Yam) also competed but ended up eighth. The top-finishing European was 125cc World Motocross Champion Alessio Chiodi (Hus), who finished seventh. Stefan Everts, who was scheduled to race, did not show up. Ward, LaRocco and McGrath all won their heat races, and Hughes and LaRocco won the semifinals. McGrath came back to win the Fast Challenge, a race that - through a series of qualifiers - pits two riders in a final, one-lap shootout. For Ward, the win was his third Fast Cross victory, matching the win total of Rick Johnson's Fast Cross victories back in 1988, '89 and '91. "I put a lot of pressure on myself for this race," Ward said. "It's one of the events we (the Americans) all look forward to, and to win it as many times as Ricky is a thrill."

The Fast Cross race in Italy was the first race on a 250 by **John Dowd** since April, and he was using the event as preparation for this week's MX des Nations in England. "I wanted to just get some practice for the des Nations," Dowd said following his sixth-place finish in Italy. "I feel I did okay. We have a good chance next weekend, and I want to win after losing the thing last year."

Speaking of the MX des Nations - not to mention good sportsmanship - Suzuki will still supply French rider **Mickael Pichon** with a motorcycle even though the former two-time 125cc East Coast Supercross Champion announced his signing with Team Honda at the final AMA National MX of the year at Steel City. Suzuki is also supplying him with a mechanic: Greg Albertyn's tuner, Ian Harrison. To top things off, Pichon will be representing the French team in England.

Hamill injured at Polish GP, Rickardsson wins title



American World Team Cup hero Billy Hamill's world fell apart as he suffered a crushed vertebra in a horrfic crash while competing at the Polish Grand Prix in Bydgoszcz, Poland, on September 18.

Hamill, who won the World crown in 1996, tangled with Aussie Jason Crump in heat three and went crashing into the Bydgoszcz fence at high speed. Thankfully, there is no sign of paralysis, but Hamill looks set to be in plaster for the next three months. He has already returned to his home in England for further medical examination. He now faces an anxious period of uncertainty regarding the question of his immediate future in the sport.

Adding insult to the flashy American's injury is the fact that he has also lost his place in the top eight for next year's series, as both Crump and fellow countryman Ryan Sullivan took advantage their chance to pass his total of 62 points.

Hamill's American colleague Greg Hancock was clearly upset by the situation, although he managed to put it aside as he won his opening ride in heat 13. But Hancock, who saw his crown finally taken away from him by Rickardsson, went out in Heat 17 and had to settle for sixth place overall.

Sweden's Tony Rickardsson wasted no time in winning the title, as he won his opening ride of the night in heat 11, and this made him mathematically certain of taking Hancock's crown. But the biggest celebrations were for Poland's Tomasz Gollob, who won the final race in front of 25,000 enthusiastic home fans who had pinned their hopes on the Ipswich star.

Unconfirmed reports have it that **Larry Ward** has inked another one-year deal with Team Suzuki, while up-and-comer **Branden Jesseman** has signed on with the Primal Impulse 125cc Suzuki team.

It looks as though both **Ryan Hughes** and **Mike Brown** will be heading for Europe for the 1999 MX season. Hughes has been linked to the Honda Radsson team and Brown to the Dave Thorpe CAT 125cc Honda team. If these deals pan out, Hughes could be teamed with Stefan Everts on the World Championship 250cc MX circuit, and Brown paired with Great Britain's Carl Nunn on the World Championship 125cc Motocross circuit.

AMA Superbike Series silly-season rider/team changes are starting to wind down with word that two of the top "free agents" have signed contracts for the 1999 season. Current Yoshimura Suzuki rider **Aaron Yates** has signed a deal to join the Muzzy Kawasaki team for 1999; and current American Honda star **Ben Bostrom** has signed to ride a Vance & Hines Ducati in '99. "It surprised everybody but us," said Yates' manager, Cliff Nobles, on Yates' switching from Yoshimura Suzuki to Muzzy Kawasaki. "We were serious with a lot of people. Everybody wanted him (Yates). Rob (Muzzy) was able to go to Kawasaki and, financially, they made a real big commitment to Aaron. We feel really good about the move - they (Kawasaki) always find a way to win a championship. We just thought it was the way to go. Having a five-year association with Suzuki made it tough to leave. Aaron has a really good relationship with Mr. Ito and Don Sakakura (Yoshimura's crew chief)."

Ben Bostrom's deal with **Terry Vance** was signed on Friday, September 18, and it too is a one-year deal. "I'm way happy," Bostrom said on Monday, September 21. "Things will be good and I'm really looking forward to next year. I want to try and give everybody a bit of trouble; you know how that goes. I think I'll really like riding the twin; I've ridden them my whole life on the dirt tracks and I think it'll suit my style. I've got a lot to prove next year and I want to win a bunch of races." Bostrom said he is leaving Honda on "friendly terms" and hopes to be on the Ducati for the first time at the Dunlop tire tests in December at Daytona International Speedway. Bostrom will try to bring the number-one plate to Ducati next year, as he is currently tied with Muzzy Kawasaki's Doug Chandler in the battle for the 1998 AMA Superbike National Championship. As for who will be his teammate at Vance & Hines, Bostrom believes Anthony Gobert will end up joining him on the factory Ducati team. Stay tuned.

Belgium television reported on Monday, September 21, that 500cc World Champion **Joel Smets** suffered a broken arm while competing in a German international motocross on September 20, and he will be forced to miss the Motocross des Nations. This will be a huge drawback to a Belgian team that was one of the favorites to win the team title at Foxhill in England on September 27. And Smets isn't the only motocrosser to suffer injury in the days leading up to the des Nations. According to reports from Europe, **Sebastien Tortelli** suffered a broken foot in a practice crash and will also miss the event. Belgian 125cc GP rider Patrick Caps will replace Smets on the Belgian squad, with Mickael Maschio likely to serve as Tortelli's replacement for the French team.

PACE Motor Sports and **Seals Communications** will help sponsor former Supercross and Motocross Champion **David Bailey** in his quest to capture gold at the Hawaiian Ironman Triathalon on October 3. Bailey says he only recently got involved with the sport of triathalon. Having traveled as a spectator several times to witness the Ironman competition, it was last year when he "saw the light" and decided to give the sport a shot. "When I came home from the Ironman last year, I quit No Fear (one of his employers) and told Scott (McLemore, MotoWorld's producer) to work with me on the schedules," said Bailey, who is a commentator for the Seals-produced show "MotoWorld." "I told myself instead of saying 'that would be nice (to compete),' I came home and said, 'This is the year.'" Bailey won his first Ironman qualifier in Lubbock, Texas, recently. According to Bailey, last year the Wheelchair class at the Ironman was "still an adventure." The last three years, since Ironman officials have allowed wheelchairs, none of the competitors have made it past the 5:30 p.m. cutoff time. Last year was the first time a competitor broke that barrier. This year Bailey says it's a race. "There's no question that three of us will make the cutoff times," he said. "I'll see Elvis if I have to. I have put everything into it."

Longtime mechanic on the outdoor AMA National MX and Supercross circuits **Marshal Plumb** is calling it quits. Over the years, Plumb has turned wrenches for such riders as Guy Cooper, Brian, Swink, Larry Ward, Mike Craig and Jeff Matiasevich. His latest pairing was with Craig on the Honda of Troy team. Plumb has started his own business - Marshall's Racing Services - in Stillwater, Oklahoma. He can be reached at 405/880-0482.

War of words, Part two: With the final round of the World Superbike Championship scheduled for October 4 in Sugo, Japan, things still aren't settled in the Ducati camp following the fisticuffs between **Carl Fogarty** and **Pier-Francesco Chili** at the last round in Holland. "I think at Assen, Chili's and (Virginio) Ferrari's behavior left a lot to be desired and in no way was professional," Fogarty said last week. "I have never seen anybody behave in this way in 15 years of racing. Chili said I tried to take him out on the last lap, but that's an incredible accusation. The fact is that he committed a big mistake by falling at the last chicane and he tried to blame me for what happened. I have spoken with other team managers and they agree that I did nothing wrong, just as everyone else could see on television. But I don't want to speak about what happened at Assen - I want to concentrate on the race, because I think I can win this World Championship, for me and Ducati. Personally, I don't bear a grudge against anyone and I think that at Sugo Chili and I will have to have a chat in private to sort things out. At this moment, with this important aim in mind, we have to join forces, not waste time in futile controversy." Fogarty also told *Cycle News* contributor Paolo Gozzi that he plans on racing for at least another season. "I have decided to stay on for another year, and I certainly don't want to do it as an also-ran," Fogarty said. "I want to continue winning. I am very closely tied to Ducati, and I would really like to finish my career with them."

Yamaha is expected to make an offer to **Luca Cadalora** this week for the Italian to join the Yamaha World Superbike team. "In the next few days we will be meeting with Luca again and we'll make him our offer," team manager Davide Brivio said. "However, we are not ready to pay the world to have him." Yamaha already has **Noriyuki Haga** under contract for next year.

Heritage Racing's **Adam Popp** (Hon) claimed three class victories at the September 19 running of the AHRMA Historic Cup road races in Steamboat Springs, Colorado. Popp swept the competition in the Formula 500, Formula Vintage and the headliner 500cc Premier class. **Don Adams** (Hon) topped the over 30 Expert and Sportsman 250cc Expert classes at the Speed & Sport National Vintage Motocross on September 18. Michigan rider **James Smith** (Hon) was king of the Modern Classic Intermediate class at the Speed & Sport National Vintage Trial on September 17. **Maurice Ortega** (Bul) opened up the week with a pair of class wins (Classic 250cc and Sportsman 250cc) at the Classic Bike Magazine National Dirt Track. The weekend's events marked the final edition of the Steamboat Vintage Bike Week, and attracted a record number of entries.

The Latvian sidecar motocross team of **Kristers Sergis** and **Artis Rasmanis** (BSU) captured its second consecutive FIM Sidecar-Cross World Championship title in the final moto at the German GP in Rudersberg, Germany, on September 20. A 2-2 performance left Sergis/Rasmanis with 299 points, which allowed them to keep the crown from the Dutch brother team of **Daniel and Marcel Willemsen** (BSU), who trailed the points leaders by one point coming into the round but suffered mechanical problems on the day and finished with 279 points.

Niall Mackenzie (Yam) clinched his third consecutive British Superbike Championship at the Brands Hatch circuit in England on September 20 after collecting a fourth-place finish in the first leg and a third in the second leg. The two finishes put him 50 points ahead of title challenger **Chris Walker** (Kaw) with only one round remaining. Incidentally, **Steve Hislop** (Yam) won the first leg, and **John Reynolds** (Duc) won the second leg.

Husqvarna is hoping to rekindle American interest in its motorcycles through the formation of two Pro-level motocross racing teams for the upcoming AMA/Husqvarna Eastern Four-Stroke Motocross Series and the AMA Fall Classic Series. The company has combined forces with George Quay of Pro-Action, a longtime suspension- and engine-modification shop from Pennsylvania. The team will use Husqvarna TC610 and CR125 models for its efforts in the six-race series. **Greg Rand** has been tabbed as the first rider of the Husqvarna Pro-Action team, and he will be joined by **Jim Neese**, who is partnered with the Honda/Husqvarna of High Point Racing Team. Husqvarna USA is posting over $10,000 in Pro-class contingency for the two series, with money available to Amateur-class riders as well.

According to *Cycle News* correspondent Darryl Flack, while speaking to the Australian motorsport program "RPM" during practice for the recent Sydney Supercross, **Anthony Gobert** admitted that he smokes marijuana occasionally with friends, but he denied that he was a habitual drug user or that he has ever smoked marijuana over the course of a race meeting. "It's not a full-time thing for me; I just like having a smoke with friends occasionally," Gobert said. "Any young guy does that. I don't personally see anything wrong with it, as long as you're not lighting up and getting on the bike." Gobert did say that he made "mistakes," for which he takes full responsibility. However, he added that marijuana stayed in the system for months and was easily detected. Gobert's comments came just after he had completed a 30-day drug-rehabilitation program as part of his race suspension by the AMA. Gobert also said that he is training harder than ever and is extra-motivated to achieve his goals, including winning three 500cc World Championships.

Honda has pulled out of the Australian Superbike class, according to *Cycle News* contributor Darryl Flack, throwing some uncertainty into the future of the class Down Under. Honda riders have won five Australian Superbike crowns, including those won by Troy Corser, Anthony Gobert and Kirk McCarthy.

Eric Wood will be returning to the second annual AMA Road Race Grand National Championships at New Hampshire International Speedway in Loudon, New Hampshire, September 25-27, but not to compete. Wood, who earned five AMA National Championship titles and the prestigious AMA Horizon Award for his performances at last year's event, will be serving as the AMA's "Champion Ambassador." In that capacity, Wood will be offering tips to racers not familiar with the 12-turn, 1.6-mile Loudon circuit. He will also be one of the guest instructors at the Penguin Road Racing School on September 25. Post entries are still being accepted for the event. Interested racers should contact Don Hutchinson at 914/679-5547.

In the upcoming November 3 elections, Californians will have a golden opportunity to replace one of their U.S. senators, as Senator Barbara Boxer's term will be up. Off-roaders will recall that Boxer co-sponsored the California Desert Protection act. The AMA Political Action Committee has thrown its support to senatorial candidate **Matt Fong**, who is the current California state treasurer. You must be registered by October 2 in order to vote.

More anniversaries for **Harley-Davidson**: According to the Milwaukee-based motorcycle company, there are at least three other noteworthy anniversaries being celebrated concurrent to its historic 95th anniversary year as a motorcycle manufacturer. The Capital Drive Powertrain Operations facility in Milwaukee is celebrating 50 years of production; the plant now produces all 883 and 1200cc Sportster powertrains. The Motor Company's Tomahawk, Wisconsin-based fiberglass operations facility is now in its 35th year of service. And Harley-Davidson's final assembly plant in York, Pennsylvania, is marking its 25th anniversary.

Kawasaki has elected not to take up the option of extending the contract of road racer **Neil Hodgson** for the 1999 World Superbike Series. The 24-year-old Brit's final appearance aboard the machine will come at the series finale in Sugo, Japan, October 2-4. "Kawasaki signed Neil at the end of the last season as one of the bright, young talents on the World Superbike scene," team manager Harald Eckl said. "He has shown the ability to perform well on the Kawasaki, and on his day was able to run at the front of the races and qualify well in Superpole. We have also been impressed with his capabilities for development, both during preseason testing and on a continuous basis between rounds. However, in the world of international motorcycle racing, everything tends to be viewed in black and white. Unfortunately, Neil's results have not met expectations over the past 11 rounds of the series, and the two parties have regrettably parted company. This was a difficult decision for Kawasaki to make, but I am sure that it is the right one under the circumstances. All the signs are that Neil is full of promise; it's just a question of when this will be delivered. On behalf of the Kawasaki Racing Team, I would like to wish him every future success in his career." Hodgson's best results with Kawasaki were a fourth at Monza, Italy, in May, and a sixth at Laguna Seca, in July. He also qualified on the front row twice, these coming at the rounds in Albacete, Spain, and Assen, Holland. Hodgson is rumored to be coming to AMA Superbike racing with the Fast By Ferracci Ducati team.

AMA Superbike schedule released

AMA Pro Racing has announced its 1999 AMA Superbike National Championship schedule, with 13 rounds scheduled to be held at 12 venues from March to October, 1999.

The series will return to its traditional season opener at Daytona International Speedway, March 3-7, with the Phoenix International Raceway round, the opener for the past two years, moving back to the weekend of March 19-21. The series also includes three straight rounds in California, and a doubleheader Superbike National at Road Atlanta. The series will conclude at Las Vegas Motor Speedway on October 3.

A round of the AMA 600cc Supersport Series will also be held in conjunction with the U.S. World Superbike round, scheduled for July 9-11 at Laguna Seca Raceway in Monterey, California. The series schedule is as follows:

March 3-7	Daytona International Speedway, Daytona Beach, Florida
March 19-21	Phoenix International Raceway, Phoenix, Arizona
April 16-18	Willow Springs Raceway, Rosamond, California
April 23-25	Sears Point Raceway, Sonoma, California
April 30-May 2	Laguna Seca Raceway, Monterey, California
June 4-6	Road Atlanta, Braselton, Georgia (doubleheader)
June 11-13	Road America, Elkhart Lake, Wisconsin
June 18-20	New Hampshire International Speedway, Loudon, New Hampshire
July 16-18	Mid-Ohio Sports Car Course, Lexington, Ohio
July 30-August 1	Brainerd International Raceway, Brainerd, Minnesota
August 27-29	Pikes Peak International Raceway, Fountain, Colorado
October 1-3	Las Vegas Motor Speedway, Las Vegas, Nevada

Meanwhile, **Castrol Honda** riders **Aaron Slight** and **Colin Edwards II** have both agreed to contract terms and will remain with the team in 1999. The 32-year-old Slight is currently second in the championship points chase, only a few points behind series leader Troy Corser. "Next year will be my sixth year with the team, and I am pleased to confirm my plans for '99 at this stage," Slight said. "It's a major boost for me going into the final round at Sugo. I hope I can now win the number-one plate for next year with Castrol Honda." Edwards, 24, has enjoyed a successful first year with Castrol Honda in 1998, having scored his first career World Superbike victory with the team and then backing it up with two more wins to currently run fifth in the series points standings. "It's been a solid opening year for me with Castrol Honda, and I'm very happy to continue my progression with the team in 1999," Edwards said. "I know that I can build on what I've achieved this year and hopefully go on to win the World Championship next season."

Want to know more about global positioning systems and trail riding? On Saturday, September 26, AAYWA GPS Guide is hosting a **GPS Event and Tech Fair** at Rancho La Ponderosa, in Baja California, Mexico, approximately 75 miles from San Diego, California. Sample rides will be available using the Garmin GPS Systems. Participants will be furnished with a map, a GPS route, and the basic education to use the GPS system. Afterward, there will be a fiesta dinner, followed by a raffle and party. Registration is from 7:30 to 9:30 a.m., and the entry fee is $20. For more information, call 760/439-6123, or visit their web site at www.bajagpsguide.com. E-mail: gpsevent@hotmail.com.

The **AMA** will be offering a special 75th Anniversary Diamond Membership Package as a part of its anniversary celebration in 1999. Diamond Members will receive a commemorative 75th-anniversary membership card, plus a special-edition hat, pin, patch and decals featuring the new 75th-anniversary logo, all for $75. "We feel that this will be a great way for our members to show the world that motorcycling has a long, rich history," AMA vice president of marketing Mark Mederski said. "We are very proud of what the AMA has accomplished on behalf of motorcycling over the past 75 years, and we look forward to doing even more in the future. The AMA's 75th Anniversary Diamond Members are the kind of people who will make that happen."

As *Cycle News* was going to press on Monday, September 21, **Doug Chandler** was narrowly ahead of **Ben Bostrom** in the reader poll being conducted on *Cycle News* Online (www.cyclenews.com). Readers have responded to the following guestion: Who will come out of Las Vegas with the AMA Superbike National Championship, Chandler or Bostrom? Thus far, 54.22 percent of our readers believe that Chandler will retain his title, while 45.78 think that Bostrom will leave Las Vegas on October 4 as the new Superbike National Champion. Look for the reader poll as a new weekly addition to *Cycle News* Online.

BORN: A baby boy, Anthony Frank Gaetano, to Intersport Fashions West communications manager Amy Gaetano and her husband, Frank, on September 14, in Irvine, California.

CHANGED: The date for event number five on the Team Dual Dogs/KTM/Galpin Ford California Dual Sport Series. The original dates of October 31-November 1 have been changed to October 24-25. For more information, call 818/701-1913 or e-mail: www.dual-dogs.com.

CHANGED: The courses of the Countdown Dual Sport rides scheduled for October 3-4 and October 31-November 1. The October 3-4 ride will go to China Lake and Lone Pine, California. The Halloween Weekend run will go to Kennedy Meadows and Kernville, California. Both rides start at the Motel 6 in Ridgecrest, California. For more information, call Jerry at 818/348-8381.

RESIGNED: Bill Berroth, as vice president of Acerbis USA. Franco Acerbis, president of Acerbis Italia and Acerbis USA, and Berroth have agreed to modify their relationship, which will see Berroth develop a new firm that will act as a consultant to manufacturers seeking expansion of their sales base in the American market. Acerbis Italia will be one of this company's first clients and will use it as a prime resource to fulfill a greater percentage of domestic motorcycle manufacturer's and accessory firmr's needs for original equipment components. Berroth can be reached at 760/518-0040. CN

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VOICES
LETTERS TO THE EDITOR

Despain says...

The inaugural Dirt Track Hall of Fame race and induction is history - and a glorious piece of history it was. There are so many people to thank, it would take a special issue of *Cycle News* to name them all.

Pioneer contributors, individual donors and corporate sponsors paid the bills; Hall of Fame inductees came from every corner of the country; fans turned out in record numbers; and the Grand National riders rewarded us with some of the best racing in the history of the Springfield Mile. In every way, we saw dirt track at its best.

To everyone involved in this wonderful weekend, I extend my sincere appreciation. More importantly, I extend to you this challenge: Let's make it bigger and better next year.

The Hall of Fame weekend succeeded because the dirt track family set aside our differences, pulled together, and did something positive for the sport. But now is not the time to sit back and bask in the glory of our accomplishment. Now is the time to get to work.

Together we have started something big and important - we got a ball rolling. How far and how fast it rolls depends entirely on what we do next. If you love dirt track racing, find a way to get involved in the Dirt Track Hall of Fame project. We need volunteers, ideas and suggestions. We need the names of potential supporters, potential sponsors and individual dirt track lovers. We need positive energy and "we can do it" attitudes. And we need money. If you love dirt track racing, now is the time to join the team.

Dave Despain
Watkinsville, GA

Despain is the man behind the event, and it was his tireless effort that made the race and the induction such a huge success. For more information on the Dirt Track Hall of Fame and its future projects, or to become involved in helping the dirt track racing cause, write to Dirt Track Hall of Fame, P.O. Box 313, Bishop, GA 30621, or e-mail Despain at davedes@negia.net... Editor

And Bubba says...

Over the Labor Day weekend, I was given the honor of being inducted into the Dirt Track Hall of Fame in Springfield, Illinois, put together by Dave Despain. Over the weekend, with so much going on, I was not able to extend my thanks and gratitude to all the people who have helped me and that have been a part of my career in motorcycle racing.

All my thanks go out to my family, who have been behind me through thick and thin, and to the many friends, mechanics and sponsors who stood behind me early in my career. My gratitude goes out to American Honda, which took me on in 1984 and supplied me with first-class sponsorship and a team of great mechanics - with whom I won the 1985, '86 and '87 Grand National Championships.

The list of people who have been a part of my career is long, and it would be impossible to name them all. Instead, I would just like to say thanks to everyone.

Bubba Shobert
Lubbock, TX

Where's the cover?

Dirt track racing just had its biggest day ever with the running of the Hall of Fame race and the Springfield Mile Grand National. And you put a motocross bike on the cover. I don't get it.

Doug Stewart
Ramah, CO

I'm going to explain this for the umpteenth time. When we print a cover on coated stock (glossy paper), that cover has to be sent to the printer on the Wednesday prior to our Monday deadline. That means we can't use a cover that features coverage from any of the races held the day before we print - as we do on our usual, newsprint covers. Ten of our 50 issues now feature coated-stock covers, and sometimes they arrive at inopportune times. Unfortunately, if Kenny Roberts would have shown up at the Springfield Mile on an old air-cooled XS650 Yamaha and won the race with Bart Markel riding sidesaddle - well, you still would have seen a motocross bike on the cover... Editor

Doug Henry - the man

Doug Henry is *the man*. He should most certainly get the AMA's Rider of the Year award. In fact, they should create a new award just for him - "Rider of the Decade." His story of triumph over adversity is astonishing. Lesser men would have quit a long time ago. Doug, you're an inspiration.

I have heard that some people are complaining that he had an unfair advantage because his four-stroke engine displaced 400cc. I haven't a clue what the sour-grape squeezers will pressure the rule makers to do about this, but I hope Doug is allowed to keep his well-earned title. I doubt that the results would have been any different had he been riding a two-stroke.

It's probably not necessary to point out that Doug had his winning season astride what most of my friends would call an "Open" bike. Maybe the AMA should consider having a racing class for motocrossers over 250cc. They could call it the Open class.

"Hey," you say. "That's not a bad idea. Didn't they have something like that back in the good old days?"

Seriously, Henry has proved, once and for all, that Open bikes are not slower around a race track than 250s. I think it's time for a revival of the Open class. This would put us back in step with the rest of the world and re-establish the big-bores as the premier class of outdoor racing.

I propose a minimum displacement of 350cc with no restriction on engine type. Four-strokes, two-strokes, direct-injected Wankel rotaries, 900cc crankcase supercharged, pushrod, three-stroke singles - whatever. This would be a true formula for the next millennium, a showcase of diversity that would encourage the industry's best and brightest to provide spectators with great racing and the buying public with the next generation of product.

Ron Coffin
Topsfield, MA

Letters to the editor should be sent to Voices, Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084, faxed to 714/751-6685 or e-mail, editor@cyclenews.com. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.

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ON THE FRONT COVER

Mick Doohan took a giant step toward winning a fifth consecutive 500cc World Championship when he won the Catalunyan Grand Prix. Photo by Gold & Goose. Inset: The 1999 Honda CBR600 F4. Photo courtesy of American Honda.

TWO CHAMPIONS NAMED WOOD. COINCIDENCE? NOT WHEN YOU CONSIDER THEY WERE RIDING KAWASAKIS.

Dee Wood clinches AMA/WML National Championship for Team Green.™

This lady's first and she earned it the hard way. Dee rode her KX straight to the podium in all but one event in this year's AMA/Women's Motorcycle League National Series. Now Dee has yet another trophy to add to her well-established collection of Mammoth Mountain titles and Ladies World Cups. Kawasaki congratulates Dee on her many accomplishments and wishes her the best of luck in her post-motocross pursuits.

Eric Wood takes Formula USA 126-hp Championship.

Where there's Wood, there's fire. Eric's Ninja® ZX-9R burned past the competition time after time, leaving this Team Green rider with points to spare. Fellow teammate Vincent Haskovic won the first and last round, seriously adding to the ZX-9R's domination of the series. The bikes may have been stock, but there was nothing ordinary about their performance. Congratulations, Eric, on your championship.

Team Green

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Round 12: Grand Prix of Catalunya

HAVOC

By Michael Scott
Photos by Gold & Goose

MONTMELO, SPAIN, SEPT. 20

Debacle, shambles and travesty? Or good, honest upholding of the rules? Opinions at Catalunya were sharply divided after an extraordinary Grand Prix, where a record crowd of the 85,000 fans who poured into the Montmelo circuit outside Barcelona were left wondering just what kind of a farce they had paid good money to see.

The fans saw their hero, Alex Criville, knocked out in a first-corner crash, severely denting his best-ever chance of a World Championship win.

They saw Max Biaggi cross the line ahead of the rest of the field - but lose the race.

They saw erstwhile leader Alex Barros throw away his chances by pulling into the pits.

They saw race officials' instructions to a rider contemptuously ignored.

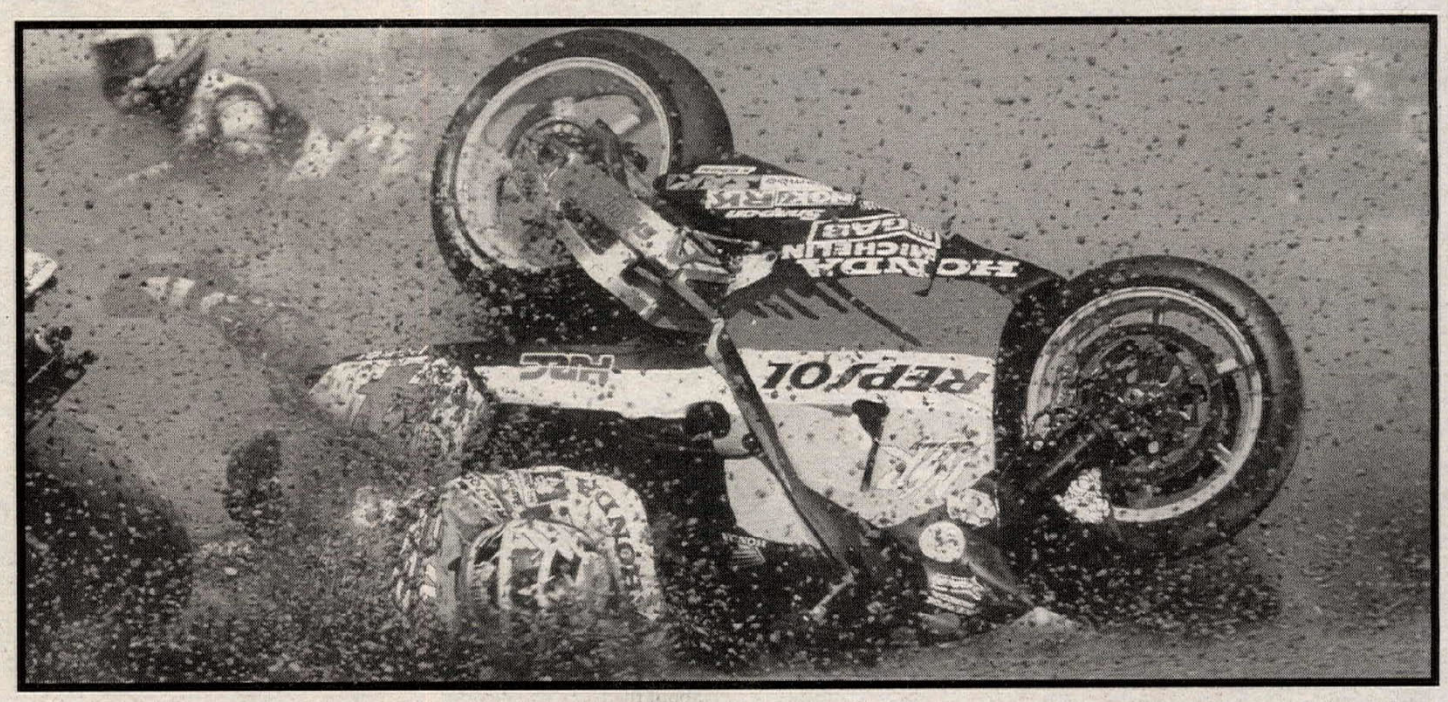
They saw an ambulance containing an injured rider pelted with rocks.

And they also saw Mick Doohan win the race, regain the title lead, and take an important step toward a fifth consecutive World Championship.

Of course, these results are all subject to appeal, which will be heard in the coming weeks.

Confused? Not as much as those present at Catalunya, where the arguments raged late into the night, while the appeals will last a good deal longer.

The problems were triggered by Suzuki rider Katsuaki Fujiwara, who braked too late for the first corner and fell under the wheels of Jean-Michel Bayle's Rainey Yamaha. He in turn fell into Criville, and all three tumbled into the gravel.



The race went on, but the next time around Biaggi briefly got ahead of Barros in turn one, only to be repassed on the way out. At the time, Bayle was still lying prone in the gravel, receiving treatment, and yellow flags were shown at the corner.

It took officials until after half-distance to decide that both should be called in for a stop-and-go penalty, which is when things started to go crazy.

Doohan's victory probably would have happened anyway, but it was never put to the test. He was about to catch up to Barros and Biaggi when the latter was signaled to visit the pits for his penalty. He elected to ignore the flags, and three laps later he was automatically disqualified. He carried on racing anyway. Then it was Barros's turn, and he did stop in the pits.

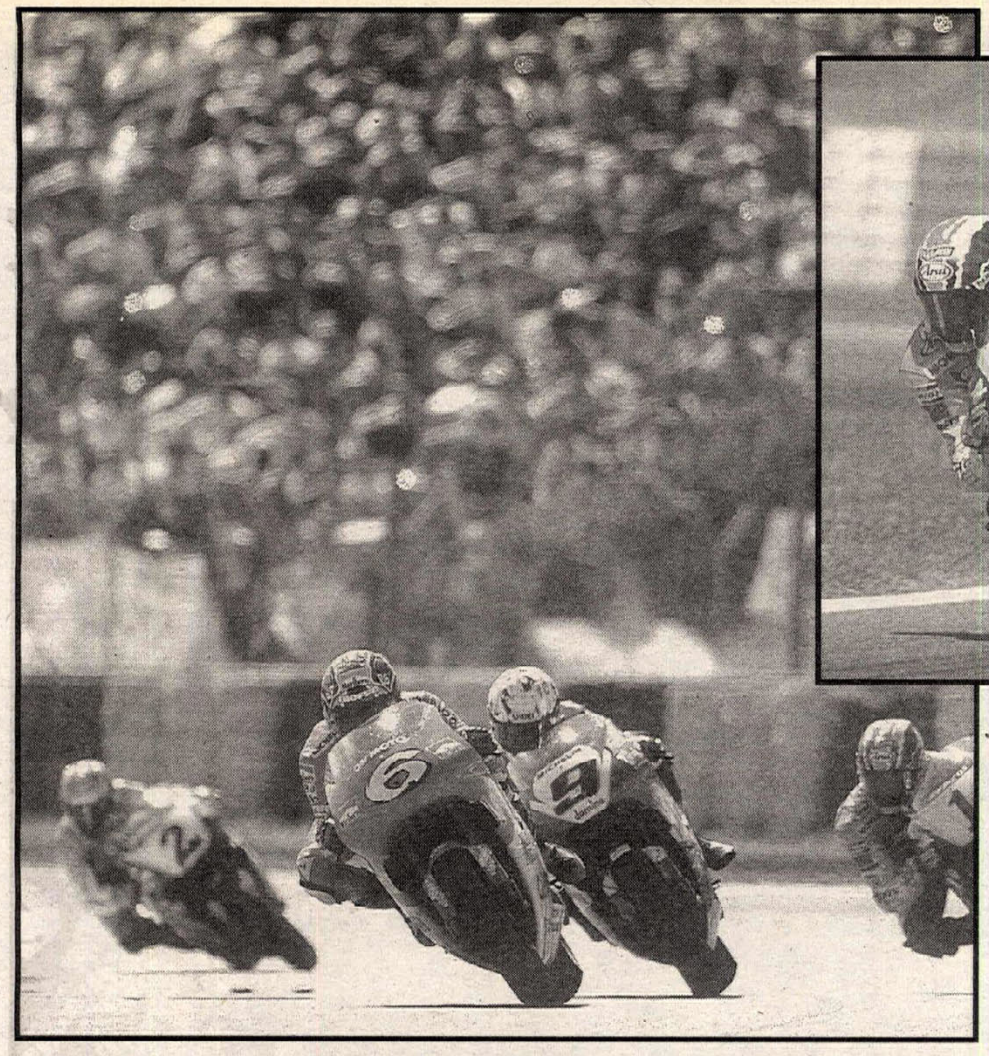
Once Doohan realized that Biaggi was effectively not in the race, he was able to follow the Italian home for victory.

"We needed a bit of luck, and it came today," he said.

The win not only gave him the title lead, but by a handsome advantage of 21 points.

Second went to his teammate Tadayuki Okada, two seconds adrift, with Rainey Yamaha's Norifumi Abe counting himself lucky to take third after dropping back from the leading group.

(Top) Alex Barros (8) leads Norick Abe (5), Max Biaggi (6), Mick Doohan (1) and the rest of the 500cc pack. All hell is about to break loose behind them, however, as Katsuaki Fujiwara crashes into Jean-Michel Bayle.
(Above) Alex Criville (4) ended up crashing in the first corner, along with Bayle and Fujiwara.



(Left) Biaggi leads Barros, Doohan and Tadayuki Okada (2) early in the GP. (Above) Doohan ended up winning the Grand Prix, beating Okada (2) and Abe (5) to the flag.

Repsol Honda V-twin-mounted Sete Gibernau was a distant fourth, two seconds ahead of Simon Crafar's Red Bull Yamaha and former winner Carlos Checa and his MoviStar Honda.

Barros rejoined to take seventh, moving past Red Bull Yamaha's Regis Laconi, while John Kocinski was a faraway ninth, climbing through the field after he was put off onto the grass in the first-turn crash.

Earlier, Valentino Rossi took his third 250cc GP win of the season in yet another Aprilia rout. Title leader Tetsuya Harada, riding with an injured foot, extended his points lead with second, while his chief rival, Loris Capirossi, was a disconsolate third after an up-and-down race in which his engine cut out three times - the first time when he was in the lead.

UGT Honda's Tomomi Manako won an epic 125cc GP from Matteoni Honda's Mirko Giansanti and the Mac Honda of Japan's Masao Azuma, with title leader Kazuto Sakata and his UGT Aprilia ninth and his teenage rival Marco Melandri eighth in the thick of a 15-strong pack - all of whom scored points, and all of whom crossed the line within 1.9 seconds. Returning injury victim Noboru Ueda, returning from an injury-induced layoff and one of many to lead, was sixth.

500cc GRAND PRIX

Doohan was fast away but Barros took the lead, with Biaggi and Abe behind at the end of the first lap. Then came Okada, Crafar and the rest, with the three first-corner victims already out of the running.

Biaggi and Barros drew ahead slightly, locked in combat, while Abe delayed the next two Hondas. By lap 10 the gap was 2.6 seconds, but by now Doohan led the group, with Okada following on lap 12 and Abe dropping back, blaming a sliding rear tire.

Doohan had closed to within less than a second on lap 16, and a fine fight to the finish seemed to be in the offing. Instead, the farce of the flags started, and though Barros did lead for two more laps, and then Doohan, and then Biaggi again, it was all in a state of some confusion.

Doohan only realized what was going on when his pit gave him the P1 signal.

"When Max passed me, I pushed for a bit," Doohan said later. "I knew he must be fuming inside his helmet, and I thought he might make a mistake. But there was no way I was going to race him. I had everything to lose and nothing to gain."

Thus he finished second on the race track for his sixth win of the season.

Okada, close behind, was fighting wheelspin and was happy just to stay in touch with Doohan for his first good race since his injury at Mugello nine races ago. Abe didn't even realize he was bound for the rostrum, thinking he was fifth, not third.

Gibernau had a strong race, pulling past a number of V-fours to take seventh on lap five. Then he closed on Crafar, fading with tire trouble, to claim fifth.

"It's a good result at a track that shouldn't suit the V-twin," he said.

Crafar, running wide in the corners, soon found his hands full with Checa, with Nobu Aoki's Suzuki and Laconi's Yamaha very close behind. The first pair went back and forth, with Crafar only finding the wherewithal to pull two seconds clear at the end.

Behind them, Aoki had run into serious tire trouble, letting Laconi through and then in the closing laps falling even further back, behind Kocinski and the Modenas of Kenny Roberts Jr. After the race, he found that his Michelin was shredding on one side. Manfully, he blamed his own wrong tire choice.

Ralf Waldmann was a distant 12th on the second Modenas, after dropping right to the back with Kocinski after the first-turn crash. Jurgen van den Goorbergh was the first private V-twin rider by four seconds, with Matt Wait and Scott Smart dicing to the flag for the last points behind him. Australian substitute Craig Connell had been with the pair but broke down with seven laps remaining.

Aside from the three first-corner victims, MuZ's Eskil Suter and Juan Borja both crashed out.

The result made a close championship no longer close, with Doohan's closest rivals both failing to score. He now leads by 21 points, 210 to Biaggi's 189 and Criville's 182. Checa has 131, Barros 109, and Abe 104.

250cc GRAND PRIX

The Hondas took off ahead for a brief moment of glory, with Tohru Ukawa leading Stefano Perugini and Olivier Jacque all the way around on the opening lap. Capirossi was close behind, with Harada on his back wheel. Then the Italian almost collided with Perugini in the first corner and ran wide, letting his Japanese rival through. Harada led by the time the next lap was over, and he was opening up a gap over Ukawa as Capirossi moved back again into a challenging position.

Capirossi was through to second on lap four, but then he again ran wide at the first corner, dropping right back to eighth. It looked as though he was making mistakes, but afterward he claimed otherwise.

"My engine kept stopping, and I never knew if it would start up again," he said, heartbroken at losing his chance to catch up to Harada in the championship.

Meanwhile, slow starter Rossi, 13th on lap one, was picking his way carefully through the field.

"I was riding smoothly, only overtak-

The stop-and-go controversy

The incident started when Suzuki rider Katsuaki Fujiwara, starting from the fourth row, shot through the field to end up among the leaders as they braked for the slow first corner. When John Kocinski braked just ahead, the GP beginner decided it was too early and pulled inside him. But he was going way too fast and hit Jean-Michel Bayle, who in turn looped into Alex Criville's Repsol Honda, and all three went down in a whirl of dust and motorcycles. Only Bayle didn't get up, badly winded, though Fujiwara gashed his arm and his foot. Criville remounted, but only to pull into the pits.

Fujiwara managed to walk away, and was then put into an ambulance. The crowd, incensed that he had knocked their hero Criville out, promptly pelted the vehicle with whatever missiles they could find as it passed.

Bayle was lying prone in the gravel as the two leaders came past again, with Biaggi diving under Barros on the way in and then running wide on the exit. He said later that he hadn't noticed the yellow flags, because all the marshals were wearing yellow shirts.

Barros' claims were more plausible.

"He ran out to the white line after passing me," the Brazilian said. "I had the choice of braking in the corner and crashing or moving back inside him. In any case, at that point we had left the flags 50 meters (165 feet) behind."

As the race went on, race director Roberto Nosetto, consulting with FIM man Claude Danis and IRTA's Paul Butler, viewed video tapes from various angles to be absolutely sure an offense had been committed. That is why the decision took 26 minutes.

"We obviously hoped there was no offense," Butler said. "We didn't want to have to take action - but rules are rules, and the race director is obliged to enforce them."

The punishment is at the discretion of the race director, Nosetto. He was criticized for applying a stop-and-go, considering that neither rider gained an unfair advantage and that it might have been a simple mistake. Most people thought a fine would have been more appropriate - in the interests of the sport, if nothing else.

Nosetto defended his decision vigorously, on the grounds of safety.

"I take yellow flags very seriously," he said. "They are the only protection available to injured riders and the people assisting them by the track. I could have chosen another penalty, but I think a sporting penalty like the stop-and-go is more appropriate than a financial penalty, which makes little difference to a rich team and a lot to a poor team."

Biaggi was called in first, since he was the first offender. He disobeyed the instruction - as he did last year at Assen - and was automatically disqualified as a result. Thus he allegedly committed two offenses.

Barros was then called in and he obeyed, losing a potential race win to finish seventh.

After the race, both teams protested, complaining vigorously also about the length of time taken for the decision. As an automatic process, this protest was overruled, which then gives both teams the right to appeal, within five days. This they will do.

Biaggi's second offense is a different matter. It is the second time he has ignored a race director's instructions. The first time, at Assen, he was fined 10,000 Swiss francs. The punishment this time was 5000 Swiss francs, apparently (and rather confusingly) the maximum for the offense.

After the rejection of the protests, Barros' team showed the trackside closed-circuit video footage to the press. A poll showed that Biaggi was clearly considered guilty - although, since he was approaching the corner at more than 185 mph and the flags were only 55 yards from the corner, he might legitimately claim he was already committed to the overtaking move when he saw them.

Barros, on the other hand, appeared to be a completely innocent victim. He had little option but to repass Biaggi after the latter ran wide on the exit.

The real losers are is the 1998 World Championship and the sport of GP racing. But in the end, the riders have to obey the rules.

Round 12: Grand Prix of Catalunya

ing in safe places. I think I have gained some maturity," he said later.

In this way, he moved steadily forward to seventh on lap three, and right past the Hondas to third on lap four. Then Capirossi obligingly moved out of his way, and there was only the injury victim, Harada, now less than two seconds clear.

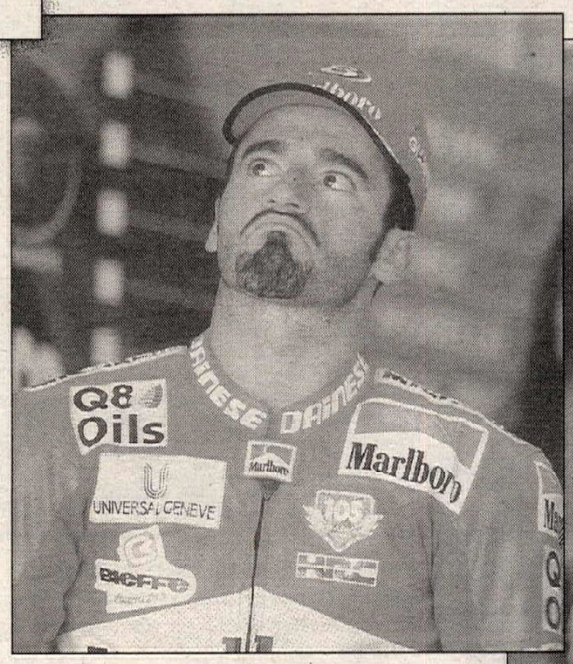
This was easy meat for him. He caught up almost at once, moved ahead on lap seven, and carried on to the flag for his third win of the year. Enough said.

Harada bravely followed on behind, to finish almost four seconds down. He had not taken painkiller injections, he said later. It was a result to be proud of.

Capirossi had a real problem on his hands, however. After his lap-five drop, he was again out of touch, in eighth, and his engine was not performing at its best. He still managed to charge through the Hondas into third on lap 17, but way behind his teammates. Crushed, he cruised slowly over the line and U-turned to freewheel back to his pit.

The Hondas were - as usual - having their own race. Jacque was stalking Ukawa and got ahead on the seventh lap, drawing slowly but steadily ahead. The Japanese rider was equally alone behind him until Capirossi blew by.

The other two works Hondas had dropped back into a fiercely fighting group, led by Jeremy McWilliams's privateer QUB Honda, and including the similar bike of Roberto Rolfo and Franco Battaini's Yamaha. Rolfo got ahead of McWilliams briefly on lap 16, and again on lap 19 as they crossed the line.



The Italian moved across, thinking he was clear, but McWilliams was partially alongside. The bikes touched, and freakishly Rolfo's seat jammed McWilliams' front brake on at close to top speed. The Ulsterman's bike promptly looped violently, and he was thrown onto his back and slid down the track for some 100 yards, amazingly unhurt.

At the finish, the works Hondas fought back, with Perugini leading Aoki, Rolfo and Battaini by inches.

Another seven seconds back, Takeshi Tsujimura just nipped Jay Vincent's Padgetts Honda over the line, with Luca Boscoscuro right behind.

Thus Harada extended his lead again over Capirossi, 200-184. Rossi has 151, Ukawa 121, Aoki 104 and Perugini 92.

(Above left) Max Biaggi had nothing to smile about after being black-flagged from the GP for ignoring his stop-and-go penalty.
(Above) Valentino Rossi and his new friend - a chicken - celebrate the Italian's third 250cc GP win of the season.

Home boy Criville on pole

The close of practice was the usual scramble, with pole position changing hands twice, and the other positions very close. There was just one difference: Mick Doohan wasn't a contender for top honors this time.

Pole eventually went to home boy Alex Criville; it was his first this season, and was narrowly won by just over a tenth from Max Biaggi. The Catalan rider did back up his fast lap with a second at almost the same speed, achieved alone without any slipstream, so his confidence afterward was justifiable.

"We have the bike set up good, and I am comfortable," Criville said. "But the race will be difficult. The crucial thing will be tire choice. That will decide who is still able to push hard in the last laps, and that will decide who wins the race. It could be an exciting last lap."

Biaggi held pole at the start of the session, was deposed by Criville halfway through, moved back on top again, and then was nipped at the finish. He too was confident, since this is a track where he has tested extensively and he at least has some data to fall back on.

"Funny thing - we have moved away from the settings we had," Biaggi said, "but it still helps. I thought I would have pole, but we got the timing wrong at the end, and I could not use the rear tire I wanted."

He avoided looking at his front-row companions as he added, "I like this track; I have won here for the last four years" - a typical Biaggi remark designed to irritate and demoralize.

Alex Barros was third in another strong performance.

"It's the way everything has come together later in the year," he explained. "Not the rider, the bike, the tires, the suspension... just everything fitting together.

He was a factor again after more than a year of being out of the running. He spoke also of the difficult tire choice.

"Everything will depend on that," he said.

Doohan was a close fourth, blaming traffic for foiling his bid at the finish. But he admitted he had other problems - though he did not elaborate, beyond admitting to having had "an engine problem" on the first day that saw him run suddenly off the track into the gravel and abandon the bike at the run to go back to the pits for his spare.

The failure was a broken piston ring, and he blew another engine during the two days, while Criville also had a failure.

"I had some problems, so we've been playing catch-up all weekend," said Doohan. "But I'm not so worried. It'll be a close race, and I'll try to win it, but if I can't, I'll take the next-best thing."

Times were indeed very close, with the next man less than a hundredth down. And this was a surprise - for it was Nobuatsu Aoki's Suzuki, a machine which has not qualified better than eighth all season and which seemed to be dropping even further off the pace as the year wore on. The key, said the rider, was changing back to the B-type Showa forks, which he had abandoned at the previous race, with deceptively promising results.

Tadayuki Okada was alongside, two-tenths down. Then came another surprise at this fast track with its long straight - Kenny Roberts Jr. on the three-cylinder Modenas. He had taken a tow from Criville down the straight, he admitted.

"It'll be tough to keep up in the race," said Roberts.

Only then came the first Yamaha - Jean-Michel Bayle's, a second down on pole, with the Frenchman complaining about trouble finding the right balance. Teammate Norick Abe was just behind, leading row three from Gibernau's V-twin Honda; then came the MoviStar pair of V-fours - John Kocinski this time narrowly ahead of 1996 winner Carlos Checa, and both puzzled by their poor performance.

There were no surprises in the Aprilia Cup that now represents 250cc GP racing. The Italian bikes dominated again, with the pole battle being between Loris Capirossi and Valentino Rossi. The latter led after the first day; Capirossi edged ahead by just over a tenth on the second - hardly decisive.

Capirossi was in fine form.

"I am in perfect condition in body and mind," he said. "My motorcycle is perfect. I am going to ride to win the race, and to win the World Championship."

With a 12-point deficit and rival Tetsuya Harada injured, he had a window of opportunity.

"My only problem is my starts," he said. He would again use the troublesome but potentially highly useful electronic clutch, designed to provide just the right amount of slip to keep the revs at peak power, though he had dumped it at the last race.

Rossi was also in fine form, blaming last-lap traffic for preventing him from regaining pole position, and sounding a note of warning.

"It's one of my favorite tracks," he said, "but it is a lot like Brno, where I crashed on the first lap because my front tire was too cold. It will be easy to make the same mistake here."

Third went to factory tester Marcellino Lucchi, riding a "stock" works bike rather than the prototype he's ridden so far, and another seven-tenths adrift. He promised that if he was sandwiched between Capirossi and Harada, he'd drop back so they could fight it out.

Close behind, spoiling the Aprilia front-row party, came top Honda rider Tohru Ukawa, who admitted it had been very hard work.

"The speed down the straight is a lot less than the Aprilias," he said (almost 7 mph according to official speed-trap figures). "And the handling is not perfect."

Harada led row two, almost a second off pole, but he was having a lot of trouble with the ankle fracture from Imola.

"It is more stiff and more painful now than it was then," he said. "It's very hard to turn left-handers. But I don't think I will take painkilling injections, because that means I don't have feeling for gear-changes, and that's why I crashed in the last race."

125cc GRAND PRIX

Until about half-distance there were just eight riders in the leading pack - fairly normal for the class; there was another pack of eight just over a second behind, and before too much longer they'd all closed up.

Already pretty desperate, the race became almost completely mad, with daring outbraking attempts foiled by other riders being even more daring still. Emilio Alzamora was particularly bold in this regard, thrilling his home crowd more than once by seizing the lead at the end of the straight. Sadly, a small slip saw him run wide toward the end, and that was enough to consign him to an eventual 14th.

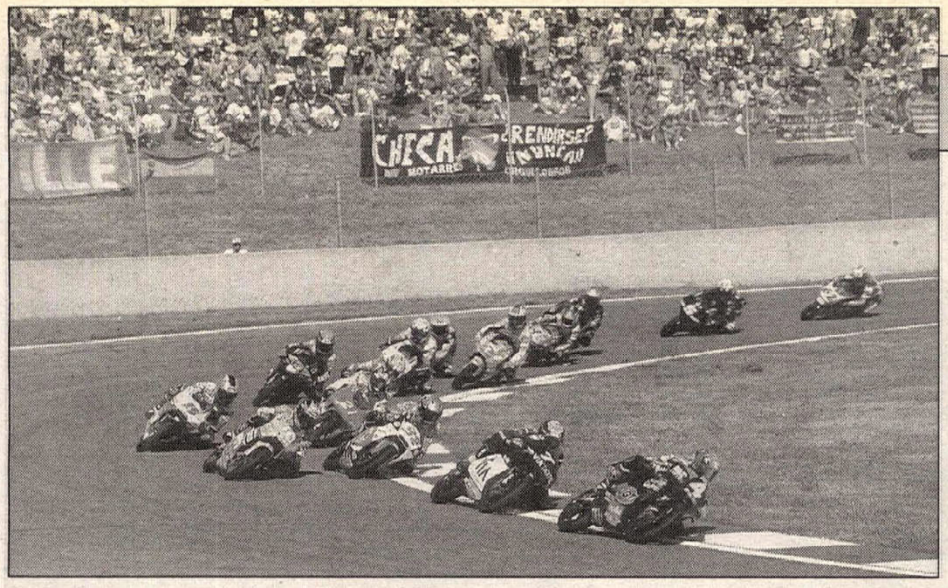
Azuma led the closing laps over the line, but at the finish an inspired last lap by Manako, with Giansanti pushing hard, put Azuma into third.

Melandri, back in eighth, said afterward that he was having vision problems and hadn't realized it was the last lap.

Manako became a factor in the title again, moving through to second on 172 to Sakata's 205. Melandri has 166 and Cecchinello (another race leader) has 105. CN

Catalunya Circuit
Montmelo, Spain
Results: September 20,1998 (Round 12 of 15)

125cc QUALIFYING: 1. Roberto Locatelli (1:52.641); 2. Tomomi Manako (1:53.218); 3. Masao Azuma (1:53.222); 4. Kazuta Sakata (1:53.709); 5. Yoichi Ui (1:53.823); 6. Mirko Giansanti (1:54.100); 7. Yoshiaki



Katoh (1:53.873); 8. Masaki Tokudome (1:53.937); 9. Ivan Goi (1:54.018); 10. Emilio Alzamora (1:54.072); 11. Lucio Cecchinello (1:54.111); 12. Marco Melandri (1:54.254); 13. Gianluigi Scalvini (1:54.353); 14. Noboru Ueda (1:54.480); 15. A. Gonzalez (1:54.659); 16. Arnaud Vincent (1:54.699); 17. Gino Borsoi (1:54.764); 18. Frederic Petit (1:54.827); 19. Steve Jenkner (1:55.069); 20. Juan Enrique Maturana (1:55.131); 21. Alvaro Molina (1:55.189); 22. Angel Nieto Jr. (1:55.290); 23. Andrea Iommi (1:55.325); 24. Jaroslav Hules (1:55.502); 25. Andrea Ballerini (1:55.533); 26. F. Cerroni (1:55.741); 27. Pablo Nieto (1:56.317); 28. Ivan Martinez (1:56.348); 29. Adrien Araujo (1:56.361); 30. Josef Sarda (1:56.519).

125cc GRAND PRIX: 1. Tomomi Manako (Hon); 2. Mirko Giansanti (Hon); 3. Masao Azuma (Hon); 4. Lucio Cecchinello (Hon); 5. Roberto Locatelli (Hon); 6. Noboru Ueda (Hon); 7. Yoshiaki Katoh (Yam); 8. Marco Melandri (Hon); 9. Kazuto Sakata (Apr); 10. Gianluigi Scalvini (Hon); 11. Ivan Goi (Apr); 12. Arnaud Vincent (Apr); 13. Masaki Tokudome (Apr); 14. Emilio Alzamora (Apr); 15. Frederic Petit (Hon); 16. Steve Jenkner (Apr); 17. Alfonso Gonzalez (Apr); 18. Angel Nieto Jr. (Apr); 19. Jaroslav Hules (Hon); 20. Gino Borsoi (Apr); 21. Andrea Ballerini (Yam); 22. Pablo Nieto (Apr); 23. Josep Sarda (Hon); 24. Andrea Iommi (Hon); 25. Alvaro Molina (Hon).
Time: 42 min., 10.704 sec.
Distance: 22 laps, 64.47 miles
Average Speed: 91.719 mph
Margin of Victory: 0.079 sec.
Fastest Lap: Mirko Giansanti, 1:53.142/93.251 mph, lap 5
125cc WORLD C'SHIP POINT STANDINGS (After 12 of 15 rounds): 1. Kazuta Sakata (205/4 wins); 2. Tomomi Manako (172/4); 3. Marco Melandri (166/2); 4. Lucio Cecchinello (105/1); 5. Mirko Giansanti (99); 6. Masao Azuma (97); 7. Masaki Tokudome (89); 8. Roberto Locatelli (77); 9. Gianluigi Scalvini (76); 10. Frederic Petit (73); 11. Youichi Ui (64); 12. Arnaud Vincent (63); 13. Noboru Ueda (55/1); 14. Hiroyuki Kikuchi (51); 15. Steve Jenkner (44).

250cc QUALIFYING: 1. Loris Capirossi (1:47.487); 2. Valentino Rossi (1:47.580); 3. Marcellino Lucchi (1:48.268); 4. Tohru Ukawa (1:48.319); 5. Tetsuya Harada (1:48.492); 6. Olivier Jacque (1:48.786); 7. Osamu Miyazaki (1:48.835); 8. Haruchika Aoki (1:49.387); 9. Sebastien Porto (1:49.498); 10. Stefano Perugini (1:49.565); 11. Jeremy McWilliams (1:49.636); 12. Noriyusu Numata (1:49.696); 13. Franco Battaini (1:49.759); 14. Takeshi Tsujimura (1:49.875); 15. Luca Boscoscuro (1:50.165); 16. Luis d'Antin (1:50.388); 17. Jason Vincent (1:50.459); 18. Davide Bulega (1:50.698); 19. Johan Stigefelt (1:50.825); 20. Roberto Rolfo (1:50.880); 21. Diego Giugovaz (1:50.889); 22. Jose Luis Cardoso (1:50.912); 23. Yasu Hatakeyama (1:50.979); 24. David Garcia (1:51.556); 25. Matthew Lagrive (1:51.901); 26. Eustaquio Gavira (1:51.948); 27. Federico Gartner (1:52.289); 28. David Ortega (1:52.724); 29. L. Oliver (1:53.680); 30. Ivan Silva (1:53.778).

250cc GRAND PRIX: 1. Valentino Rossi (Apr): 2. Tetsuya Harada (Apr); 3. Loris Capirossi (Apr); 4. Olivier Jacque (Hon); 5. Tohru Ukawa (Hon); 6. Stefano Perugini (Hon); 7. Haruchika Aoki (Hon); 8. Roberto Rolfo (Hon); 9. Franco Battaini (Yam); 10. Takeshi Tsujimura (Yam); 11. Jason Vincent (Hon); 12. Luca Boscoscuro (Hon); 13. Noriyusu Numata (Suz); 14. Osamu Miyazaki (Yam); 15. Johan Stigefelt (Suz); 16. Luis d'Antin (Yam); 17. Yasu Hatakeyama (Hon); 18. Diego Giugovaz (Apr); 19. Matthew Lagrive (Hon); 20. David Garcia (Yam); 21. L. Oliver (Hon); 22. David Ortega (Hon).
Time: 41 min., 48.737 sec.
Distance: 23 laps, 67.407 miles
Average Speed: 97.968 mph.
Margin of Victory: 3.922 sec.
Fastest Lap: Valentino Rossi, 1:47.585/98.067 mph
250cc WORLD C'SHIP POINT STANDINGS (After 12 of 15 rounds): 1. Tetsuya Harada (200/5 wins); 2. Loris Capirossi (184/2); 3. Valentino Rossi (151/3); 4. Tohru Ukawa (121); 5. Haruchika Aoki (104); 6. Stefano Perugini (92); 7. Takeshi Tsujimura (82); 8. Olivier Jacque (80); 9. Jeremy McWilliams (77); 10. Luis d'Antin (65); 11. Jose Luis Cardoso (61); 12. Jason Vincent (60); 13. Marcellino Lucchi (52); 14. Roberto Rolfo (47); 15. Luca Boscoscuro (46).

500cc QUALIFYING: 1. Alex Criville (1:45.583); 2. Max Biaggi (1:45.730); 3. Alex Barros (1:45.945); 4. Mick Doohan (1:46.039); 5. Nobuatsu Aoki (1:46.047); 6. Tadayuki Okada (1:46.277); 7. Kenny Roberts Jr. (1:46.427); 8. Jean-Michel Bayle (1:46.593); 9. Norick Abe (1:46.654); 10. Sete Gibernau (1:46.716); 11. John Kocinski (1:46.776); 12. Carlos Checa (1:46.777); 13. Jurgen van den Goorbergh (1:46.798); 14. Regis Laconi (1:46.853); 15. Katsuaki Fujiwara (1:47.034); 16. Simon Crafar (1:47.052); 17. Ralf Waldmann (1:47.602); 18. Eskil Suter (1:47.686); 19. Juan Borja (1:48.763); 20. Sebastien Gimbert (1:49.303); 21. Craig Connell (1:49.405); 22. Scott Smart (1:49.649); 23. Matt Wait (1:50.377); 24. Fabio Carpani (1:51.241); 25. Paolo Tessari (1:51.336).

500cc GRAND PRIX: 1. Mick Doohan (Hon); 2. Tadayuki Okada (Hon); 3. Norick Abe (Yam); 4. Sete Gibernau (Hon); 5. Simon Crafar (Yam); 6. Carlos Checa (Hon); 7. Alex Barros (Hon); 8. Regis Laconi (Yam); 9. John Kocinski (Hon); 10. Kenny Roberts Jr. (Mod); 11. Nobuatsu Aoki (Suz); 12. Ralf Waldmann (Mod); 13. Jurgen van den Goorbergh (Hon); 14. Matt Wait (Hon); 15. Scott Smart (Hon); 15. Paolo Tessari (Pat).
Time: 44 min., 53.264 sec.
Distance: 73.268 miles
Average Speed: 97.935 mph
Margin of Victory: 1.974 sec.
Fastest Lap: Alex Barros, 1:46.810/98.779 mph, lap 5
500cc WORLD C'SHIP POINT STANDINGS (After 12 of 15 rounds): 1. Mick Doohan (210/6 wins); 2. Max Biaggi (189/2); 3. Alex Criville (182/2); 4. Carlos Checa (131/1); 5. Alex Barros (109); 6. Norick Abe (104); 7. Simon Crafar (96); 8. Nobuatsu Aoki (87); 9. Tadayuki Okada (79); 10. Regis Laconi (67); 11. Sete Gibernau (65); 12. John Kocinski (54); 13. Kenny Roberts Jr. (48); 14. Ralf Waldmann (45); 15. Jurgen van den Goorbergh (33).

(Above left) The 125cc Grand Prix was a thriller, with 15 riders within two seconds of the leader.
(Above, left to right) Norick Abe, Mick Doohan and Tadayuki Okada celebrate their 3-1-2 finishes in the 500cc Grand Prix.

Upcoming Rounds:
Round 13 - Phillip Island, Australia, October 4
Round 14 - Rio de Janiero, Brazil, October 18

Briefly...

After a bout of public mutual criticism at the Italian GP, title rivals **Max Biaggi** and **Mick Doohan** have buried the hatchet by joint agreement: "I think enough has been said," said Doohan, at the "front-row" press conference before the race; and Biaggi concurred. But the Italian doesn't seem to have taken the agreement completely literally, continuing his complaints about the fact that Mick has the 180-degree "Screamer" engine, but HRC has refused to let him test it. "Mick says the only difference between that and the Big Bang is that it is more difficult to ride," Biaggi said. "I don't believe that. Why would he make his life more difficult? I wasn't born yesterday. I've not beaten Mick yet head to head, but that could change soon. The two races I won this year he started but did not finish. At Suzuka, he ran off the track trying to catch me, then blew up his engine. At Madrid he was knocked down on the first corner, and he said that he hates riders who try and win the race on the first lap. At Brno, he crashed on the first lap - so you have to watch what he says."

Headline-grabber Biaggi was also outspoken about HRC's refusal to give him a **Screamer engine**, even to test. "If I don't have equal equipment to Doohan next year, I'm off. I'll ride a different bike," he threatened, at another press conference. He is known to be in discussions with Yamaha for next year.

HRC couldn't supply Biaggi with the Screamer engine even if they wanted to; nor could they give Doohan a Big Bang, either, if he wanted it. That was the message from HRC president Yasuo Ikenoya, at a special press conference at the circuit. HRC called the conference, but he was in a cagey frame of mind, skirting around questions and giving oblique answers as journalists pressed him to explain why Biaggi does not have the same engine as Doohan. "We have two types of engine," Ikenoya said. "All riders could choose at the beginning of the year, and they all started at the same level. As we make new parts, we try to give them to as many riders as possible - but Biaggi joined Honda later than all the other riders. HRC is working very hard to satisfy these requirements, but sometimes if a requirement arrives a little bit late. If Doohan was to ask for a different type of engine, we do not have the engineering capacity to meet that requirement." The truth of the matter is that the unleaded fuel has cut the service life of Honda engine parts, particularly crankshafts, so that HRC is at full capacity simply servicing the day-to-day needs of their seven riders. "The service life has been reduced," said Ikenoya (it is believed by as much as two-thirds), "but the switch to unleaded has been of value, and we expect to find an engineering solution to restore the service life as before."

Ikenoya spoke positively about the proposal to switch to **four-strokes** in the 500cc class, and confirmed the statement by retired president Nobuhiko Kawamoto that Honda would not build two-stroke engines after 2002, which was contradicted earlier this year by his own predecessor at HRC. Then he qualified his answer. "Honda is making a big effort to follow the former president's decision," he said. "But in the case of racing or special applications, we will continue to make two-strokes." Regarding a GP switch to four-strokes, he said: "We have not made any decision yet, but as you know the GPMA (manufacturers' association) is studying the feasibility at the moment. Honda would welcome other manufacturers in racing - not just from Japan, but also from Europe. That is why Honda is willing to support a move to four-stroke racing."

Jurgen van den Goorbergh's hopes of racing a **V-four Suzuki** next year have come to nothing, according to the factory's director in charge of racing, Mr. Tadaomi Shigenoya. "The answer is definitely no," he said. "Suzuki plans to concentrate fully on our factory team, and we have no plans to run a satellite team."

Carlos Checa, one of the key figures in the silly-season changes, has not yet decided whether to switch to Yamaha. If he does go, he is likely to take the MoviStar sponsorship with him, leaving present team boss Sito Pons high and dry. This has left the Barcelona-based team owner in a flat spin, and the atmosphere in the team is dire, after an apparent blow-up between Pons and Checa. At a huge celebratory dinner to mark 10 years since Pons's title on the eve of the GP, Checa stormed out after only 20 minutes or so after Pons had formally introduced all the ex-riders and current riders in attendance - with the exception of Checa.

Derbi's plan to return to the 125cc, class in 1999 has gone up a gear, after they signed two top riders. It is believed that Spaniard **Emilio Alzamora** and Japan's **Youichi Ui** will ride the Spanish machines.

Noboru Ueda made an unexpectedly early return to racing at Barcelona - wearing a special bionic kangaroo-skin glove that earned him the nickname "RoboCop" in his pit. The Japanese rider broke his arm badly in the French GP in May, badly damaging his radial nerve so that he lost most of the movement in his left hand. He was expected to be out of racing until at least next year, and possibly forever. However, he has recovered quicker than expected, and he made a strong return in Catalunya. The glove, specially made for him by Spidi, had spring-loaded finger movement and was Velcroed to his leathers.

Kenny Roberts missed the Catalunya GP unexpectedly. He is suffering from a stomach ulcer, and his condition deteriorated after he arrived in Spain. He returned home for treatment.

John Kocinski tested **Dunlop** tires at Mugello after the last GP, in a quest to discover whether the Michelin tires are the cause of his difficulty in finding the racing pace. It turns out the tires are not the problem.

Garry McCoy, who broke his leg badly at Brno, was at Catalunya, wearing a heavy plaster cast and a glum expression. However, he hopes to be fit enough to ride at his home GP, the next round at Phillip Island.

The Honda bogey of **unreliability** on the unleaded fuel seemed especially acute at this track, with its punishingly long straight, where the fastest bikes were pushing close to 193 mph. But the speed was not the culprit, according to sources close to the team, since they reached a higher top speed at Mugello without problems. It seems the long corners at the Montmelo circuit, where riders spend a lot of time at part throttle, were causing lubrication problems. Doohan had two engine failures in practice - one of them a broken piston ring; and teammate Criville also lost one engine.

Suzuka has been saved. The classic track, the second-longest circuit still on the GP calendar and one of the most interesting, will continue to host the Japanese bike GP, sharing the race with the new Motegi twin-ring circuit north-east of Tokyo. It had been feared that the ultramodern and relatively sterile new track would displace the fast, challenging and scenic figure-eight Suzuka. Instead, the two tracks will alternate.

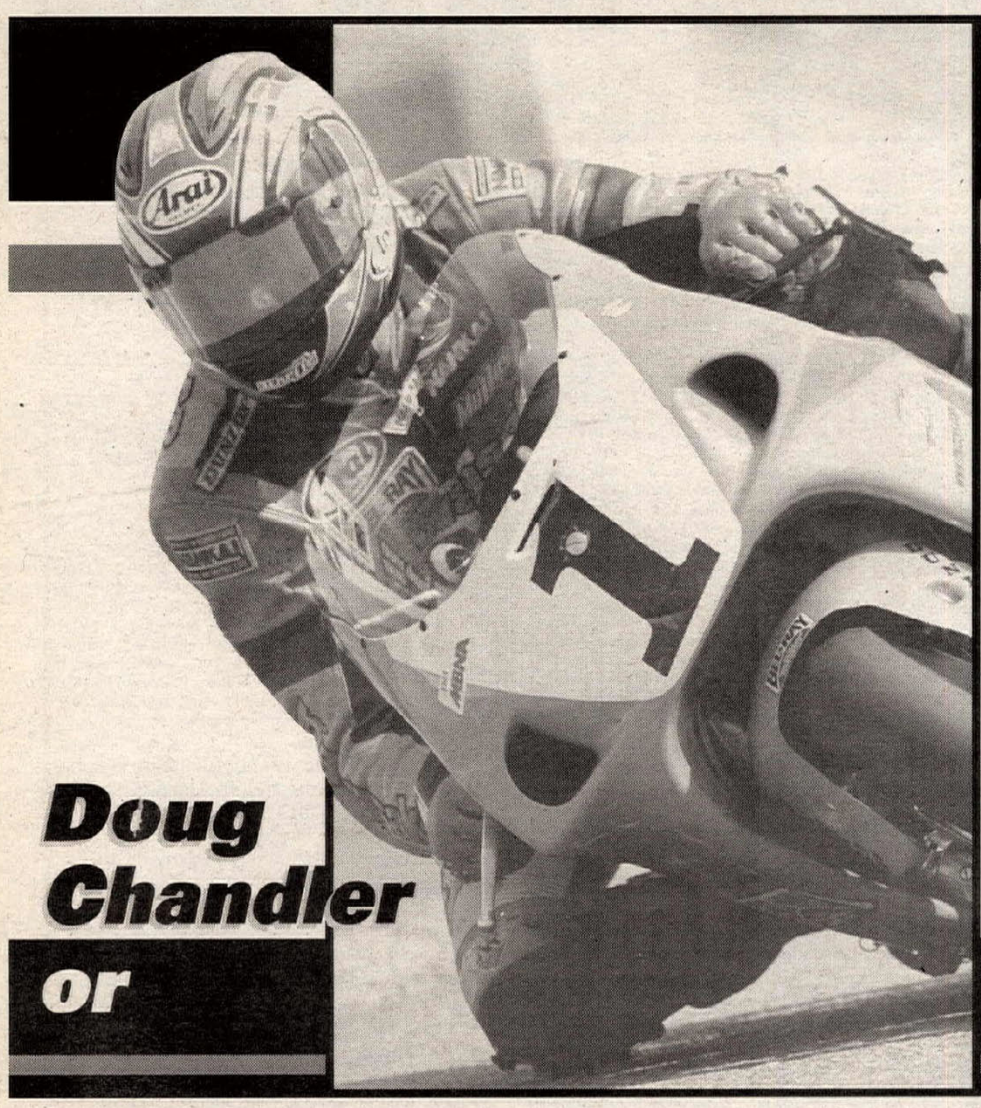
Olivier Jacque - currently the hottest property in the 250cc-class silly season - will delay making his decision until after he has seen the new works Yamaha in the Australian GP. The French rider is being chased by Aprilia as well as Yamaha, while Honda is also anxious to retain his services - Jacque has been an ardent critic of this year's flawed NSR works machine. "I am not sure what I will do," he said. "I want to see how the Yamaha performs up against bikes other than the Hondas." The Yamaha is currently leading the Japanese 250cc championship in the hands of Shinya Nakano, who is down to race the bike as a wild card in Australia.

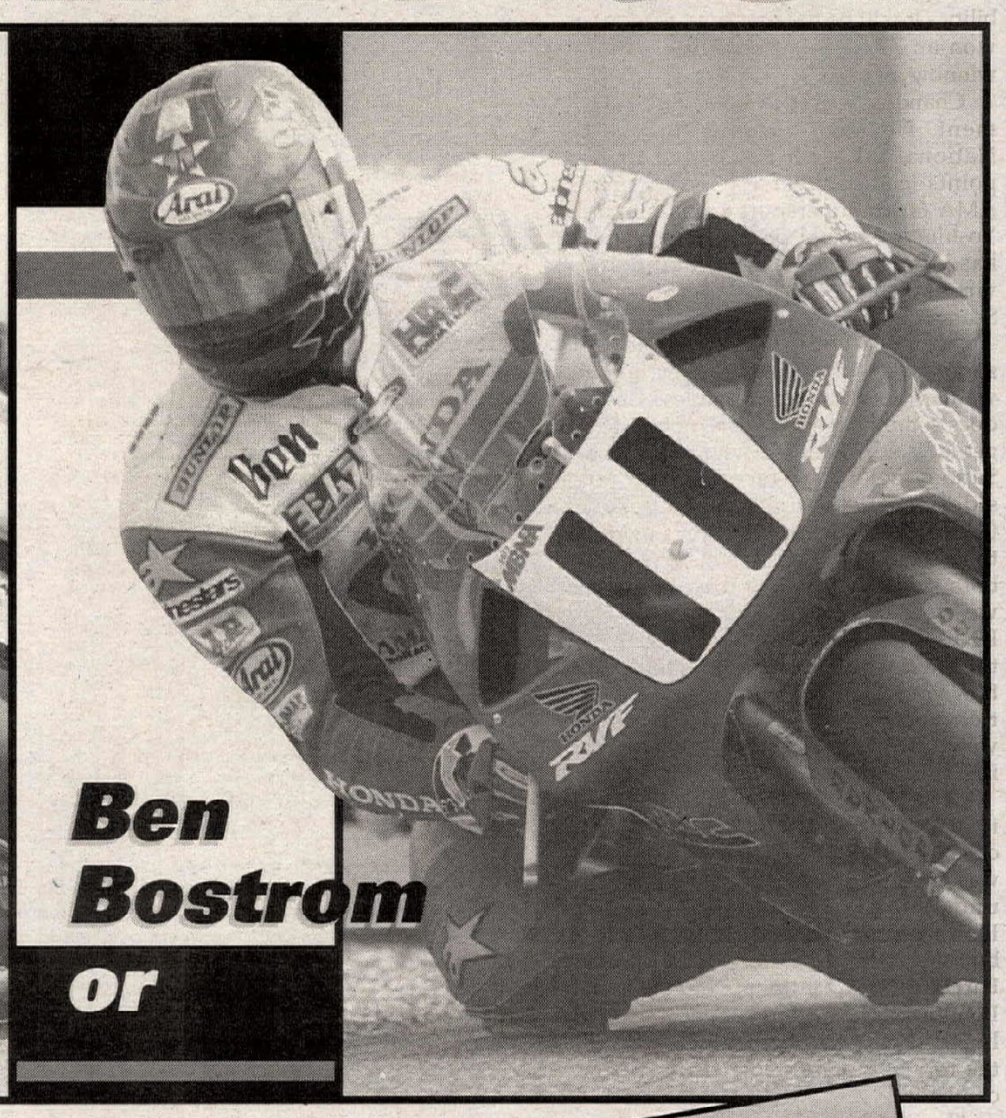
It's true: Strong rumors that **Kenny Roberts Jr.** and engineer **Warren Willing** will join Suzuki next year were confirmed at Catalunya. Rider and technician have each signed on for two years. Roberts Jr. will ride alongside Nobuatsu Aoki and another rider, possibly current new boy Fujiwara, while Willing will take a senior engineering role, liaising with riders and crew chiefs and the factory race engineers.

Want to know how to ride like a GP star? Want to master the **powerslide technique**? It's easy, according to an elaborate hand-out magazine published by Repsol. "It's done by locking up the back wheel, which takes a different line from the front one," said the guide. So there you go. Just stomp on that back brake a bit harder, and you too can be Mick Doohan.

Ralf Waldmann has turned his back on a $1.5-million two-year offer to join the Kawasaki World Superbike team, after reportedly shaking hands on the deal with team manager Harald Eckl. "Japanese factory people are already on the aircraft coming to Europe to sign the deal," said team manager Harald Eckl. "I don't know how I can explain it to them." Waldmann has also declined an offer for a 250cc ride with Aprilia, preferring to stay in the 500cc class if possible.

Who will it be?





By Henny Ray Abrams

Las Vegas Motor Speedway may be the only place in the desert oasis where gambling won't be practiced on October 4. With the AMA/MBNA Superbike National Championship on the line, the riders with the most to win and the most to lose will race against each other, and each other only - and maybe even watch as the leaders fade into the distance. That's how it has to be.

"I'm not planning on going for the win, I only want to beat Doug (Chandler)," American Honda's Ben Bostrom says. "I don't care if we race for first or 10th."

Muzzy Kawasaki's Chandler says, "It really depends on where me and Ben fit in - if we'll race amongst ourselves or if we're going to be going with those guys (the leaders, who both expect will include Ben's younger brother Eric, the Yoshimura Suzuki team of Mat Mladin and Aaron Yates, and Vance & Hines' Ducati's Anthony Gobert in his first race appearance after serving a three-race suspension for failing a drug test and spending 30 days in a rehab center). I'm sure you're going to have to plan on being able to do that."

For the first time in AMA Superbike history, the championship is tied in points going into the final race. Chandler and Bostrom go to Vegas with 323 points each. Both are looking for that little edge that can make the difference. On paper, it looks even - but races aren't run on paper, and each rider his strengths. But they're not alone.

The numbers say that Yoshimura Suzuki's Mat Mladin has a mathematical chance of winning the title. But the Australian is 31 points behind and would need calamity to strike both of those ahead of him to earn the number-one plate.

"Something could happen, but when you look at the AMA points - they pay all the way down to 30th or something, or whatever it is - basically, unless they crash on the first lap, I've got no hope," Mladin says. "As long as they do a few laps, they'll get some points."

What the three very different riders on the different brands have in common is this: None has won a race this season. They've all been on the podium and they've all been close, but not one of the three has won a race.

Chandler's best chance was at Laguna Seca, but American Honda's Miguel DuHamel had other plans and held off the Salinas, California, resident. Bostrom's best chance was at Brainerd, but he was upstaged by younger brother Eric and passed by Mladin, in his best race of the year - he was at a distinct power disadvantage to the Hondas - and had to settle for third. Mladin was pulling away at Loudon, holding a three-second lead on the 10th of 39 laps, when his engine expired, handing the win to teammate Yates.

Loudon, the tight and tortuous New England track which the riders believe has outlived its usefulness, and one they fully expected wouldn't be on the 1999 schedule, was the single most pivotal race in the championship. American Honda's DuHamel crashed on a wet track in practice, breaking his leg and ending his season. Vance & Hines' Gobert admitted to smoking marijuana after the race, an infraction that would earn him a three-race suspension and shatter his title hopes. Chandler had a very uncharacteristic crash on the final lap while a close third, giving away a certain 29 points. Under pressure from Mladin, Bostrom crashed out of the lead early on, remounting to take seventh. And Mladin's engine was tuned just beyond the breaking point and he went out with a broken valve, stepping off the bike before it came to a stop.

"We went there and, if we would've won it, with Ben crashing and Doug crashing, we would've been right back there," Mladin laments. "And, looking at it now, if we would've won at Loudon - and we were in a good position to do so - we're only 32 points behind now. So even with the other breakdowns, we still should've been leading the championship."

Yoshimura Suzuki's Yates won Loudon, round nine of 13, and the following race at the Mid-Ohio Sports Car Course. Then Erion Racing's Eric

Bostrom surprised the racing world by winning both Brainerd and Pikes Peak. With the showdown in Vegas looming, everyone will be back (except DuHamel), and it's likely the winner won't come from the top three in the championship. If none of this trio wins in Vegas - a distinct, if not likely, possibility - it will be the first time a rider has won an AMA Superbike title without winning a race.

Chandler sees both sides of the argument. He hasn't won a Superbike National this year but is tied for the points lead. Conversely, he's won six AMA 600cc Supersport races but trails Yoshimura Suzuki's Steve Crevier (who has won only once) by 16 points, by virtue of back-to-back nonfinishes at Sears Point and Road Atlanta.

"You see both sides of it because, shoot, we were dominant in the 600, we've won six races, and unless Crevier does something silly, we're not going to get it," said Chandler, who turns 33 the Sunday before the race. "I'm on both sides. I'm winning the Superbike (Series) with no wins, and yet I'm going to lose the 600 with six wins. I can play both sides. That's how it is. In the 600 we were dominant, and then we had DNFs, so we had to go after it again - so then we won some more. That's just how you've got to do it, given the situation you're put in. In the Superbike, we've always been up front, so why risk it?"

"Too many podiums and no wins - it's kind of frustrating," said Bostrom, describing how he sees his season. This was to be the year he would apprentice under DuHamel on the American Honda squad, using this season as a building block for future seasons. Then DuHamel took himself out with the Loudon crash and Bostrom was suddenly thrust into the number-one seat - and the role of Honda's sole championship contender.

"I was taking this year as a learning experience," the 24-year-old Southern Californian said. "I never expected to win the championship. I was hoping to get top three in points, win some races, and prepare for next year. I just wanted to be consistent - top five all year. After the crash at Loudon, I thought I lost the title and didn't ever want to crash again. Then it was just, 'Beat that green bike.'"

"I think I've done a good job all year; it's just when you have a few mechanical problems, what do you do about it?" the 26-year-old Mladin asks. "You look at it, and (Anthony) Gobert was there. I'm not denying that Gobert was there, and he'd probably be in the lead, but unfortunately Gobert took himself out. Miguel's was a racing accident and that's understandable; he had a crash and that's the way it goes. But Anthony took himself out in a totally different way than what should've happened."

Bostrom's strategy for chasing the number-one plate in Las Vegas is simple: Beat Doug Chandler, or crash out.

"I have nothing to lose and everything to gain," Bostrom said. "He (Chandler) wants it, but unfortunately I think I want it a little worse. He's got three of them."

This is Bostrom's first shot at a championship that Chandler has already won three times. So, in experience and handling the pressure, Chandler has the edge. He took a dominating win in Las Vegas in 1996 to sew up the crown and, after qualifying on the pole with a new track record, rode around in eighth place to take his third superbike title last year.

"In 1997, I couldn't take any risks," Chandler says. "I thought we had a pretty good bike. We qualified on the pole again, but it wasn't as easy as it was the year before. The year before, the only close times were (Larry) Pegram's - everyone else was almost a second off. Last year, it was just within tenths."

What it came down to at the end of last season was tires, Chandler believes.

"The first year (1996) was an unknown since we didn't have the dual-compound (tires), and now we have dual-compound, plus the thin gauge on one side just to reduce the heat," he explains. "For some reason I think our bike doesn't like the thin-gauge tires, or we can't seem to get the thing to work as good with that tire. That seems to be the biggest problem. When we run a standard tire on a normal track, our bike's good. But when it gets hot, we just slow down more than the others. That's where I think our problem lies."

The problem might be rim size. Chandler favors the 6 1/4-inch rim, a wheel that puts maximum heat on the edge of the tire when leaned over, and one which uses the thick part of the tire harder. Chandler was the only rider using the wider rim at Vegas last year and the only rider to have a problem.

That hasn't been the Muzzy Kawasaki team's only problem this year. The squad ran a linked-braking system that cost them results early on. They haven't used it since Elkhart Lake. The first time he won at Las Vegas, his bike was perfect. To try to get back to that point, Chandler recently tested at the Las Vegas Motor Speedway, along with Ben and Eric Bostrom, as well as and Aaron Yates and Mat Mladin.

The track was dirty and no one came close to Chandler's pole time from last year.

"We tried a few things; we didn't have nothing; but just kind of had to play with different links and stuff - like we've run at Daytona when we have to use really hard tires to try to get more grip," Chandler said.

As for whether or not the bikes would be changed for the final race, Chandler said, "The bikes haven't changed since '96."

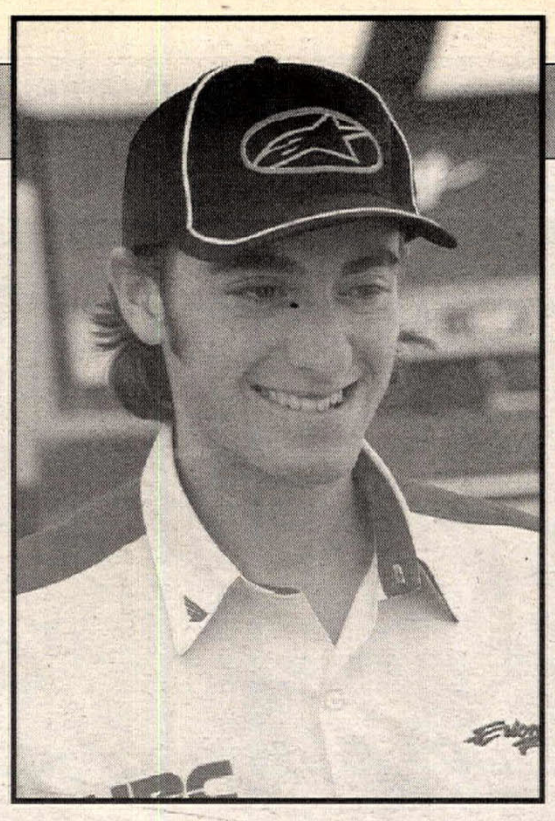
The Honda RC45 has, so the edge in equipment goes to Bostrom. Neither bike has suffered a mechanical DNF this year, but the Kawasaki has been more bedeviled by nettlesome problems than the Honda.

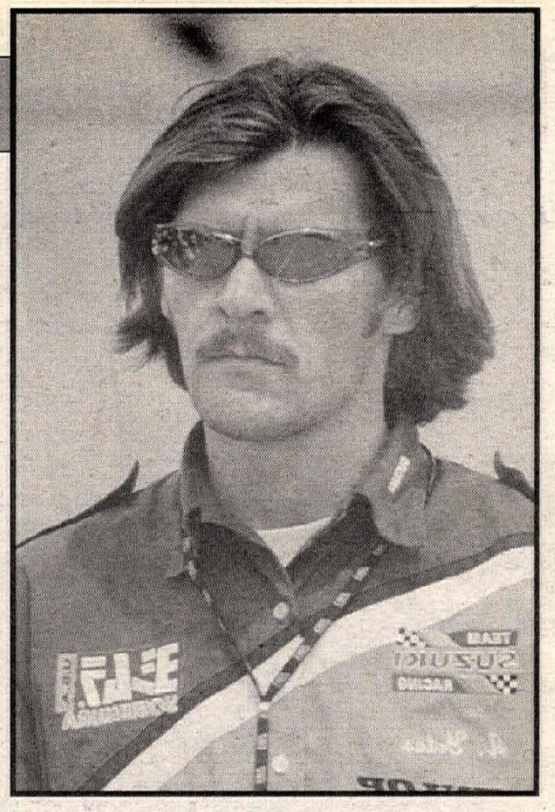
Chandler and Eric Bostrom were the fastest at the test, but for Chandler it wasn't about times - it was about being competitive.

"That's why I wanted to get my bike working the best and be able to go out there and do the times if need be," he said. "I'm trying to get our bike back in the hunt with everyone else. I'm kind of upset. It seems like we've kind of lost what we used to have an advantage on. We've got to get that back."

Bostrom's times weren't representative. He was still recovering from his 600cc Supersport crash at Pikes Peak and his injuries hurt him enough so that he couldn't get on or off the bike.

"I said, 'That's enough.' I've got two weeks to get fit,' " Bostrom said. "In two weeks, I'm hoping I'm 100 percent, or at least 90 percent. Once the adrenaline gets going, there's no pain until afterwards."





Many expect that one of these three will win the race in Las Vegas: Eric Bostrom, Aaron Yates or Anthony Gobert. All three have won already this year; none of the three are in the hunt for the title, however.

Bostrom said his entire focus was on training for the final race. Chandler is also coming off an injury, but his was much earlier in the year and he was fit at Pikes Peak. He may have a slight edge here.

Both bikes have their strengths, Bostrom believes.

"The Kawasaki steers well; my bike hooks up," Bostrom said. "He tries to save the back, I try to save the front. It's going to be a seesaw battle."

The Honda certainly has a power advantage, but it isn't the kind of power he can put to use on the 2.45-mile Las Vegas road course.

"The race track isn't that fast," Mladin says. "You've got a little bit of a fast straight there, but it's no big deal. I'm sure it's not going to come down to speed, like at a race track like Brainerd, for instance. Most tracks suit the (Suzuki) okay - it's just that when you get to the fast tracks where you need horsepower, the bike's not suited. Our bike handles good and everything, as everyone knows. Everyone says our bike handles good and we should be fast, but I'll take a fast motorcycle that's ill-handling any day - no problem."

Chandler sees the potential frontrunners as being Gobert and Eric Bostrom. "Potentially, those guys will be the ones going for the win - and Mat (Mladin) as well," he says.

Ben Bostrom said his brother Eric was "hoping we go one-two. At Colorado we were pretty much one-two when I lost the clutch. Aaron (Yates), Mladin will do whatever it takes to win the race."

Ben Bostrom may get help from his brother Eric; Chandler will almost certainly get no help from teammate Tommy Hayden: advantage to Bostrom.

"From what I've seen, Doug already has a head start, because Doug was a bit quicker than him for sure," Mladin said. "Eric was as quick as Doug, but Ben wasn't."

The championship is powerful motivation for both riders. But there is more. Should Chandler win, he'd be the first rider to take the crown four times.

"You tend more to expect it," Chandler says of the possibility, "just because you've been so successful in the past. You're harder on yourself. I know we can do it. It's been a crazy year, with everyone having trouble here and there."

Never having won a race, and having watched his younger brother Eric win two, Bostrom has to prove - to himself as much as anyone - that he has the goods.

"I have to prove to myself that when the pressure is on in the last race, I can come out ahead," he says, discounting the notion that he wants to teach Honda a lesson for not re-signing him for 1999. He has since signed with Vance & Hines Ducati. "There's not any sort of grudge toward them."

Chandler isn't sure he buys it.

"I would think it motivated him more, to prove to them that they're making a mistake, that he can win a championship," he says. "And I don't blame him. That's a bad deal."

Bostrom is equally laudatory of Chandler.

"He's a really great rider, tough to beat," Bostrom said. "He wants it bad. Tuesday, when we rode at Las Vegas, he was going fast."

Motivationwise, it's a wash.

Anything can happen in Las Vegas, and it probably will. Recent history tells us that neither Chandler nor Ben Bostrom, will win the race. But that's okay, because no one's going to remember who won the final race - and they will remember who won the title every time the number-one bike rolls up to the start line next year. Whether it will be Chandler or Bostrom is anyone's guess. But their fight - along with Gobert's return, Mladin's attempt to win his first race, and any of a thousand other subplots - make this race a must-see. CN

Return to power

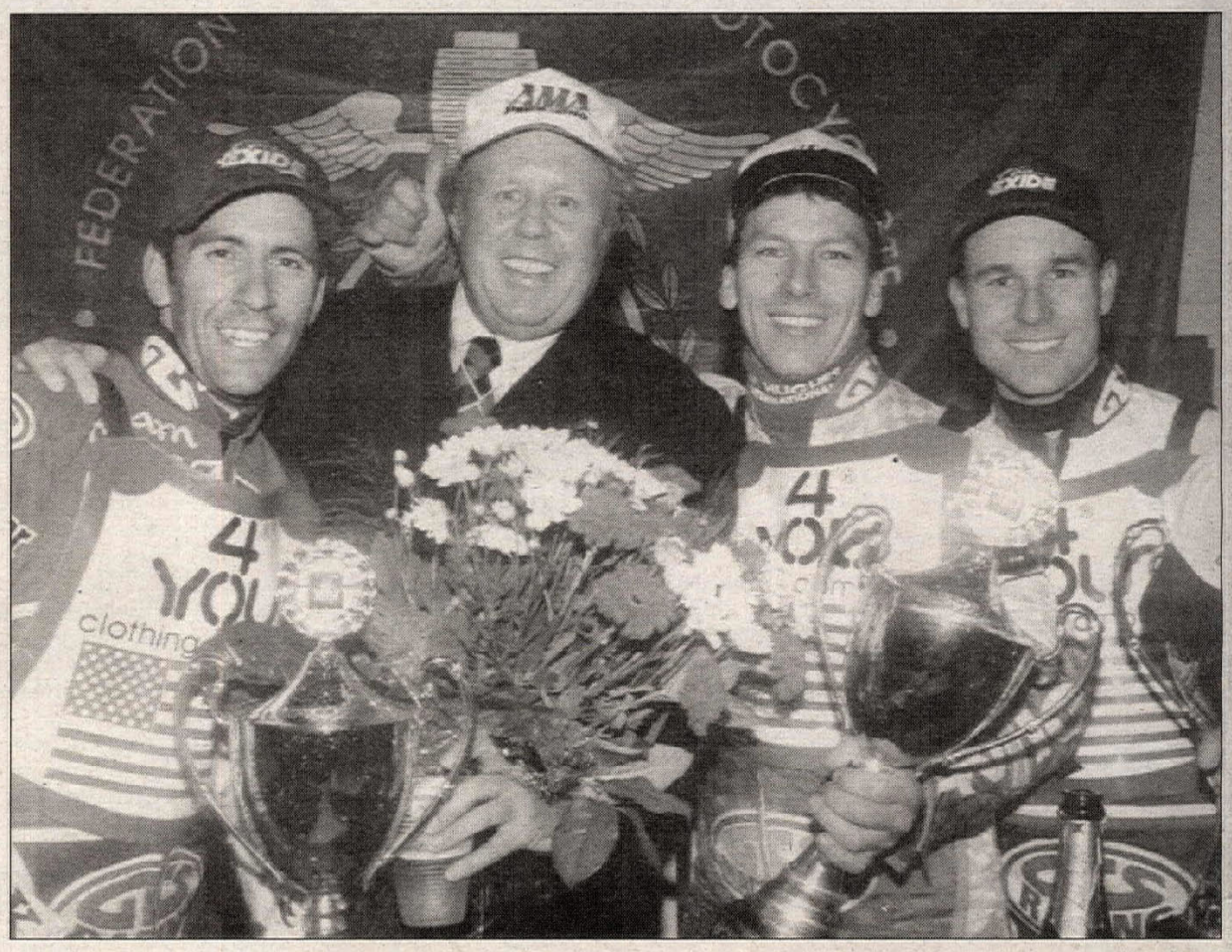
By John Hipkiss

VOJENS, DENMARK, SEPT. 11

The memory of the dear, departed John Scott was uppermost in the thoughts of the victorious American camp in Vojens. The United States' first World Team Cup win since 1993 was dedicated to Scott, the quintessential Englishman who was the U.S. team boss for 18 years before his death last summer. Scott, fondly known as the "Squire," would have been proud to have witnessed a polished performance that further enhanced the awesome reputation for talent of Billy Hamill and Greg Hancock, and won the Americans their fourth World Team Cup trophy of the 1990s.

The pair was back in the event after a self-imposed two-year absence, and Hamill and Hancock, delayed en route by flight problems, were never seriously challenged on another soggy Danish night. Major meetings at Ole Olsen's purpose-built venue are so often a magnet for rain, and this was no different. It was difficult to see how the track could cope with another downpour just after 7 p.m., coming on top of copious amounts of wet stuff in the previous 24 hours. But cope it did, and Olsen deserves the richest praise for successfully running a high-profile meeting in such inclement

(Above) Billy Hamill (outside) and Greg Hancock flank Danish teamster Brian Karger. The American duo topped the field - in dominant style - at Vojens Speedway Center for the World Team Cup Final. (Right) Greg Hancock, James Easter, Sam Ermolenko and Billy Hamill celebrate team USA's victory in the World Team Cup Speedway championship.



THE TIRE IS OUT THERE.

[CONFIDENTIAL]

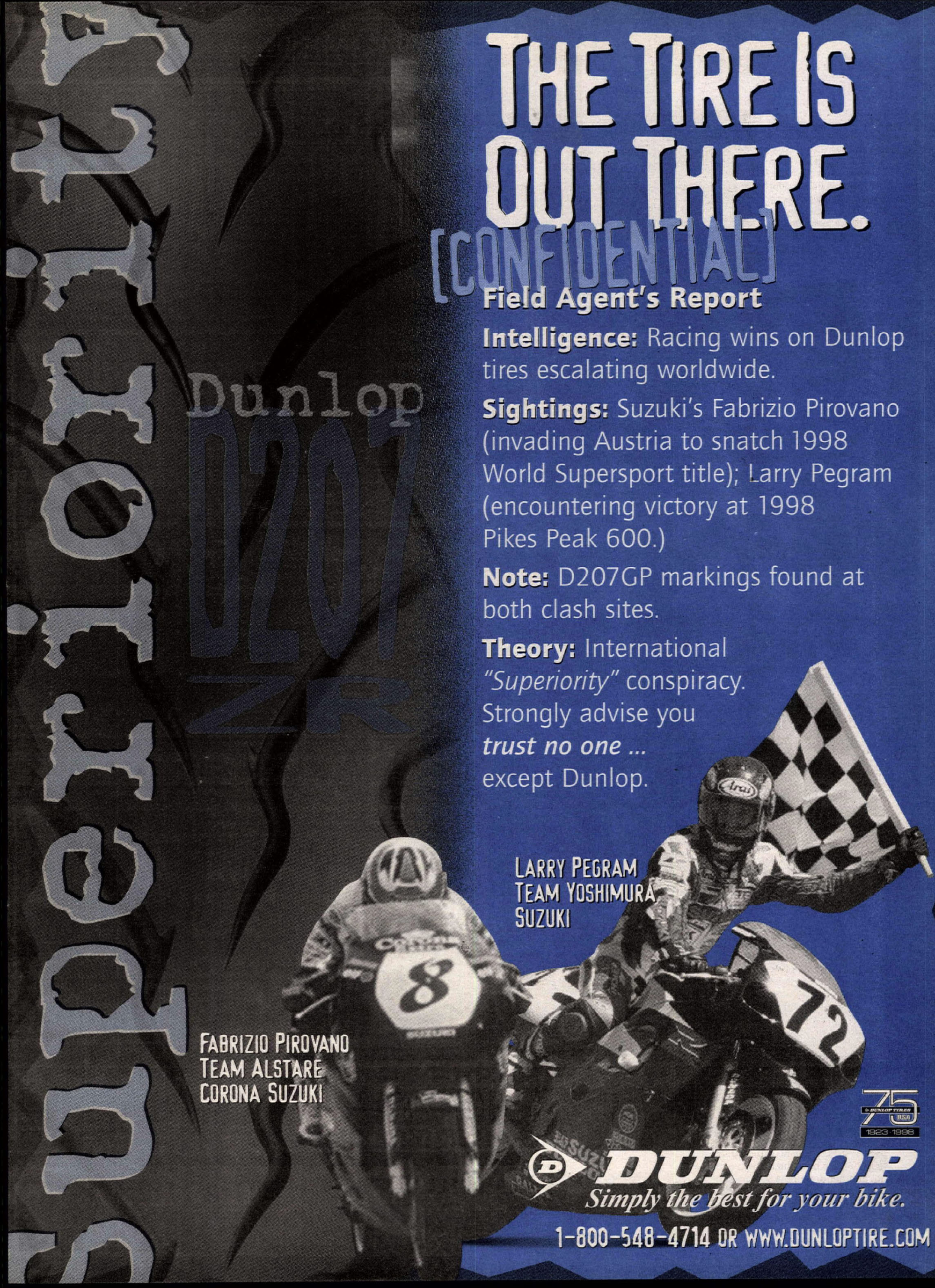
Field Agent's Report

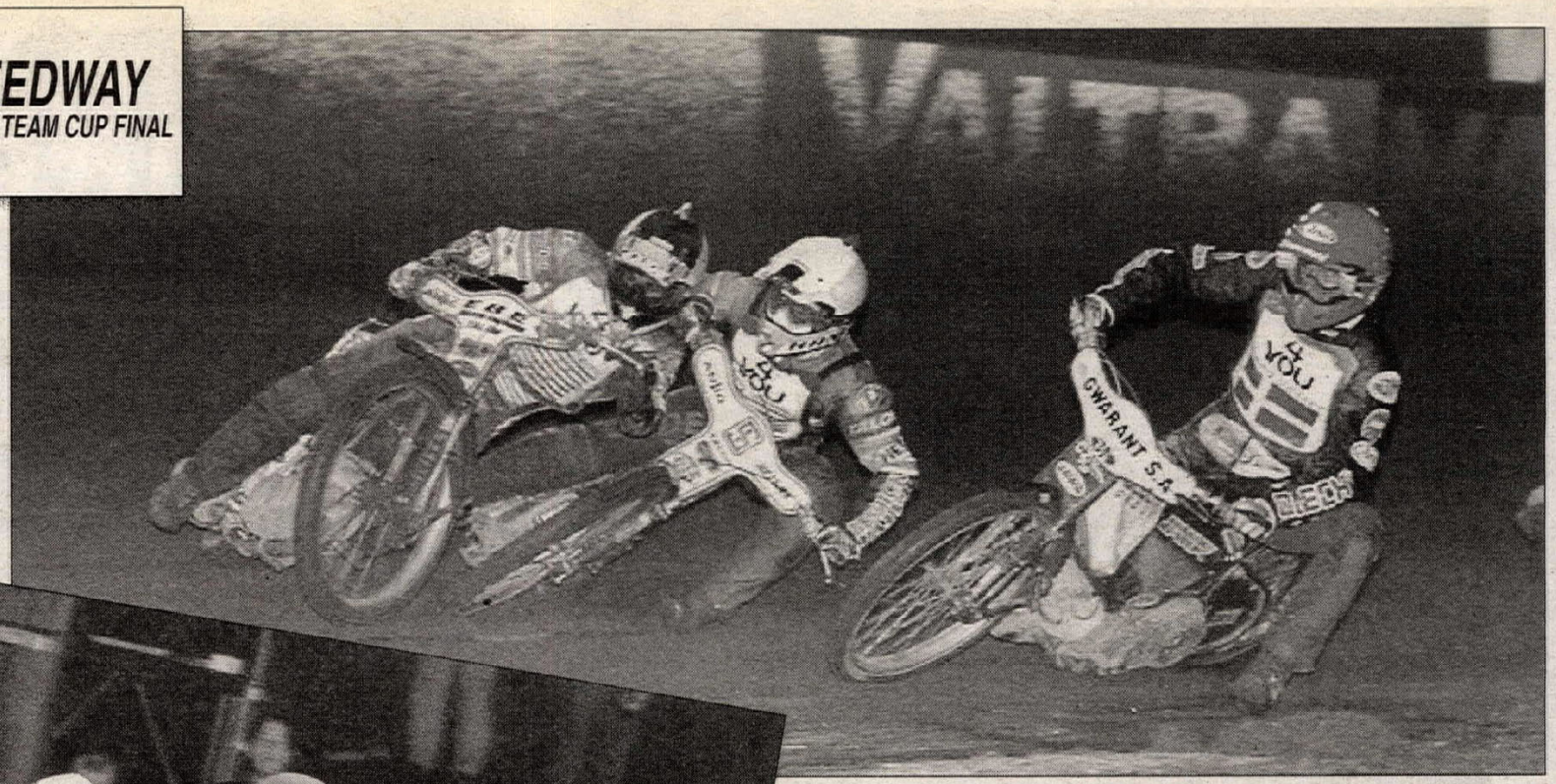
Intelligence: Racing wins on Dunlop tires escalating worldwide.

Sightings: Suzuki's Fabrizio Pirovano (invading Austria to snatch 1998 World Supersport title); Larry Pegram (encountering victory at 1998 Pikes Peak 600.)

Note: D207GP markings found at both clash sites.

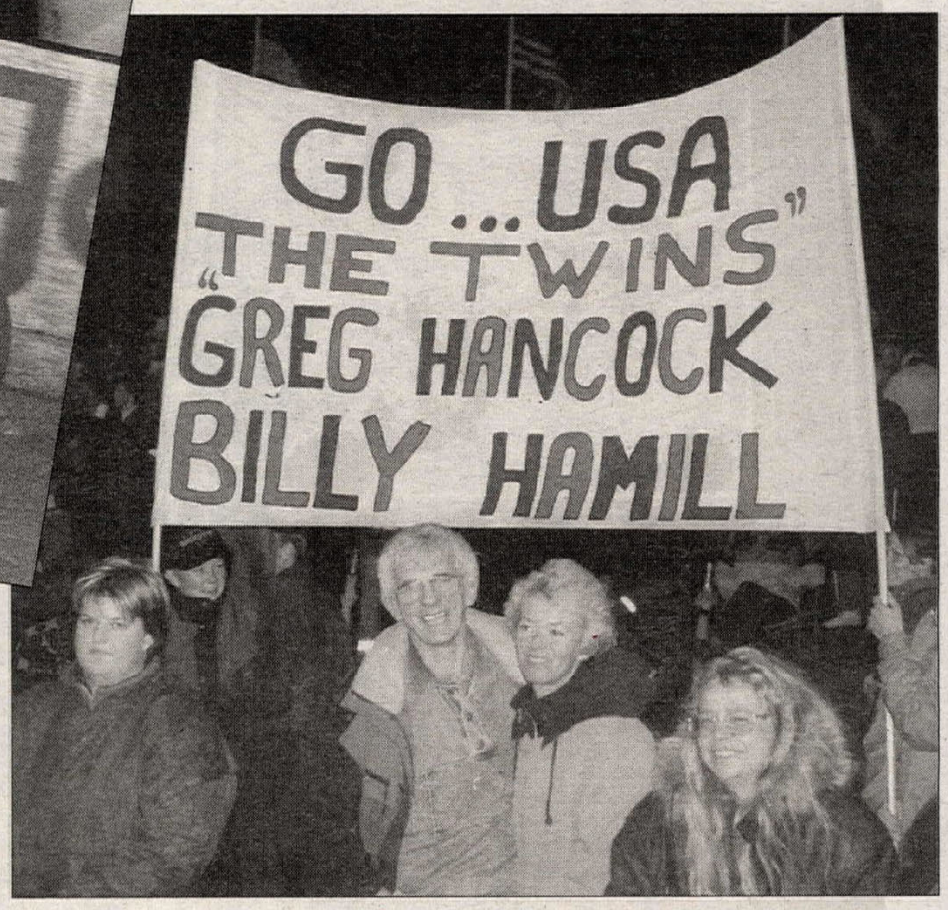
Theory: International *"Superiority"* conspiracy. Strongly advise you ***trust no one ...*** except Dunlop.





(Right) Hancock clashes with teammate Hamill as Hans Nielsen dives up the inside. The Danish team was third on the night. (Below) Polish rider Tomasz Gollob drives up the inside of Toni Caspers of the Czech team. Poland was fourth, the Czech Republic fifth.

(Below) Team USA supporters were there in force, and they were there well before the American team - Hancock and Hamill experienced flight delays that ultimately saw them arrive just 45 minutes prior to the start.



weather conditions, even if the ever-present threat of further rain meant it was rushed through with hardly a moment to pause for breath.

It took four heats for the surface slime to disappear off the top, and they were four heats that went swimmingly for the Americans. They registered an easy 5-1 over the Czech Republic pairing of Toni Kasper and Mario Jirout in heat one, and then repeated it with another maximum against the Poles in heat four.

Sweden did likewise with 5-1 scores over the Hungarians and the Czechs, although Sandor Tihanyi decked Tony Rickardsson when he took away his front wheel on the second bend of heat two. It was a seemingly insignificant incident at the time when Rickardsson followed Jimmy Nilsen home in the restart, but one that was to have far graver consequences for Sweden later on. The United States and Sweden were level on 10 points apiece when they met in a crucial heat eight. Something had to give, but it proved to be far from conclusive. Nilsen outgated Hancock and Hamill, but Rickardsson, aboard his second bike after bending a frame when parting company with his first machine, was trapped at the back and lost momentum in a patch of water on the white line.

The Danish fans, having acclaimed a first-race 5-1 from Hans Nielsen and Brian Karger over the Germans, watched their first-choice pairing salvage a 3-3 by both passing Jacek Gollob in heat seven, but the klaxons fell silent when they conceded a deflating 5-1 to the Americans four races later.

Hancock was left with nowhere to go but down into the dirt on a tight first turn, but in the second running both Americans quickly got free. As the dark clouds dropped another heavy shower onto the proceedings, Hancock was passed by Nielsen. But he refused to be beaten and bravely located a way back past the Dane to rejoin Hamill up front.

Sweden was still playing catch-up to the Americans, but they sprang a shock when they came to the tapes for their Scandinavian showdown with Denmark in heat 13 without Rickardsson. Reserve rider Peter Karlsson was preferred to the Grand Prix leader, with Rickardsson revealing later that he felt his second machine was down on power and had to persuade manager Mats Olsson to make the change.

The Danes also opted for something different by swapping their Brians. Karger was out, Andersen was in, and it was the Danish reserve who began an eye-catching point-proving exercise - to the officious Vojens gateman who had refused him entry, at the very least - by storming flat out down the back straight to dissect Karlsson, who appeared to be turning right under pressure from Nielsen, and Nilsen, who was going left. Nilsen finished last and that left the United States on 18, Sweden on 15 and Denmark with 13 after four races each.

The United States had Germany and Hungary to meet, and the Magyars had already been on the receiving end of four clear-cut 5-1 tallies. So it was up to the Germans to try to place a spoke in the way of the star-spangled leaders, and they pitched in for heat 15, with reserve Matthias Kroeger partnering with Robert Barth. Kroeger, a relative unknown in such lofty speedway circles but a member of this year's World Longtrack/Grasstrack Grand Prix series, had already displayed ample evidence of his burgeoning ability by collecting two second places and a stirring win over Kasper and Jirout in heat 12.

But collecting points off the also-rans was one thing. Matching the incomparable Americans was a totally different proposition. On this occasion, the Germans were left the scraps as the two Statesiders sped away to all but seal their triumph. Only a disaster of titanic proportions in their final race would now deprive the U.S. duo of striking gold, and it just wasn't going to happen. Their last of five 5-1 scores was fittingly the most convincing, and although both Sweden and Denmark finished on a high, with Andersen taking the checkered flag for the third time in three outings as the Danes brought the curtain down with a 5-1 over the hapless Hungarians, it was the prolific U.S. pairing who were fittingly greeted with a rendition of Queen's "A Kind of Magic" as the fireworks exploded into the Danish night air.

"We have salvaged something good out of our year and it's the first real trophy we can devote to the memory of John Scott," Hancock said. "There was a lot of emotion for us in winning it, and we won it for John. We all worked really hard, the mechanics did a great job and so too did Sam Ermolenko in the pits. It's the highlight of the year for us and we've put America back on top again."

The U.S. team devoted its success to late team manager John Scott, a decision eloquently explained by new boss James Easter.

"John meant a lot to the Americans, not only as a manager but as a person as well," Easter said. "They had some wonderful times when he was manager and it might sound a bit syrupy, but we all seemed to say together as we went onto the center green for the presentation that this was for the Squire. It was genuine and heartfelt." CN

Vojens Speedway Center
Vojens, Denmark
Results: September 11, 1998

FINAL SCORES: 1. United States 28 - Greg Hancock 12+5, Billy Hamill 16+1; 2. Sweden 24 - Tony Rickardsson 5+1, Jimmy Nilsen 13+2, Peter Karlsson 6; 3. Denmark 23 - Hans Nielsen 10+3, Brian Karger 4+1, Brian Andersen 9; 4. Poland 17 - Tomasz Gollob 15, Jacek Gollob 0, Robert Dados 2+1; 5. Czech Republic 14 - Toni Kasper 9, Mario Jirout 5+3; 6. Germany 14 - Robert Barth 6+1, Gerd Riss 1, Matthias Kroeger 7+1; 7. Hungary 6 - Zoltan Adorjan 5, Sandor Tihanyi 1.

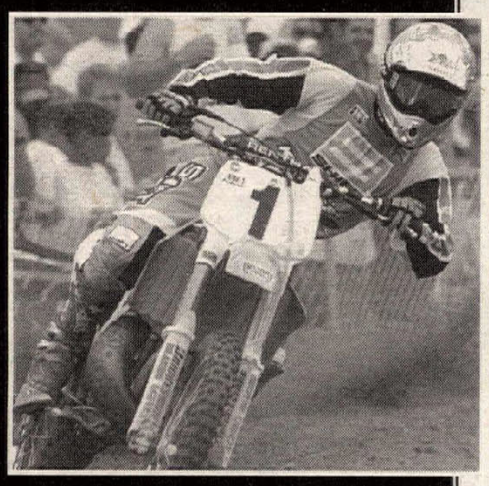
HONDA

SUZUKI

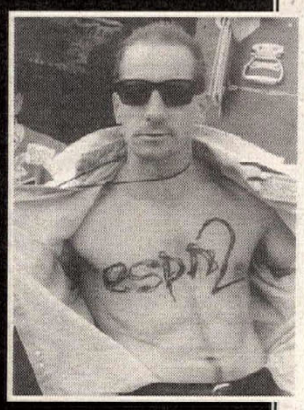
MMI Motorcycle Mechanics Institute

Critical titles are on the line as the racing season gets down to the last few races. Still to be decided is the AMA Superbike title that Doug Chandler and Kawasaki have owned for so long. However, Ben Bostrom and Honda are looking to end the Chandler era and claim the Superbike crown for their own.

Then, there is still all of the best of Motocross, Hill Climbs, Road Racing and Off-Road that is always part of MotoWorld. Plus, the "Silly Season" is in full swing as top Motocross, Off-Road, and Road Racing talent go on the auction block. See who will race for whom on which bikes only on MotoWorld!



The new kings of Motocross have been crowned and never has the sport seen such a diverse pool of talent. Ricky Carmichael was in a class of his own all season as he took his second straight 125cc AMA National Motocross title in as many years. Add to that two straight 125cc Regional Supercross titles and R.C. now boasts four championships in two years. The amazing come-back of Doug Henry is even more incredible now that he has been crowned the AMA 250cc Motocross National Champion. Plus, Jeremy McGrath came back on a new bike with a new team and took the Supercross title back that he had owned for four years and temporarily lost. McGrath broke nearly every record in the books this season. Most of them were his own. Watch the title chase again!



MW2 Rev It Up enters the world of open wheel racing with the Indy Racing League. Top Indy Car drivers compete head to head for the big bucks, while up-and-comers like Jeff Ward race for a chance at the big dollar factory contracts.

Then, MW2 Rev It Up goes from the pavement to the dirt at the SCCA Pro Rally in Prescott, Arizona. Rally cars navigating at high speeds for hundreds of miles with one goal. Victory! It's all on MW2 Rev It Up!

MindSpring FOR INTERNET ACCESS CALL: 800.719.4660

HUNGRY FOR ACTION?

HERE'S THE MENU:

Date	Eastern Time	Description
10/1/98	4:30 AM	MW2 Rev It Up
10/1/98	6:30 PM	MotoWorld
10/2/98	6:30 PM	MW2 Rev It Up
10/4/98	11:00 AM	MotoWorld (R)
10/6/98	4:30 AM	MotoWorld (R)
10/8/98	6:30 PM	MotoWorld
10/11/98	9:00 AM	MotoWorld (R)
10/13/98	4:30 AM	MotoWorld (R)
10/15/98	6:30 PM	MotoWorld
10/16/98	6:30 PM	MW2 Rev It Up
10/17/98	5:00 AM	MotoWorld (R)
10/21/98	3:30 AM	MotoWorld (R)
10/22/98	6:30 PM	MotoWorld
10/24/98	3:00 AM	MotoWorld (R)
10/24/98	5:00 AM	MW2 Rev It Up
10/28/98	3:30 AM	MotoWorld (R)
10/29/98	6:30 PM	MotoWorld
10/30/98	6:30 PM	MW2 Rev It Up
10/31/98	12:00 PM	MotoWorld (R)

espn2

THIS WEEK'S SPECIALS:

AMA Supercross Series

125cc 250cc AMA Motocross

MotoWorld

MW2 Rev It Up espn2

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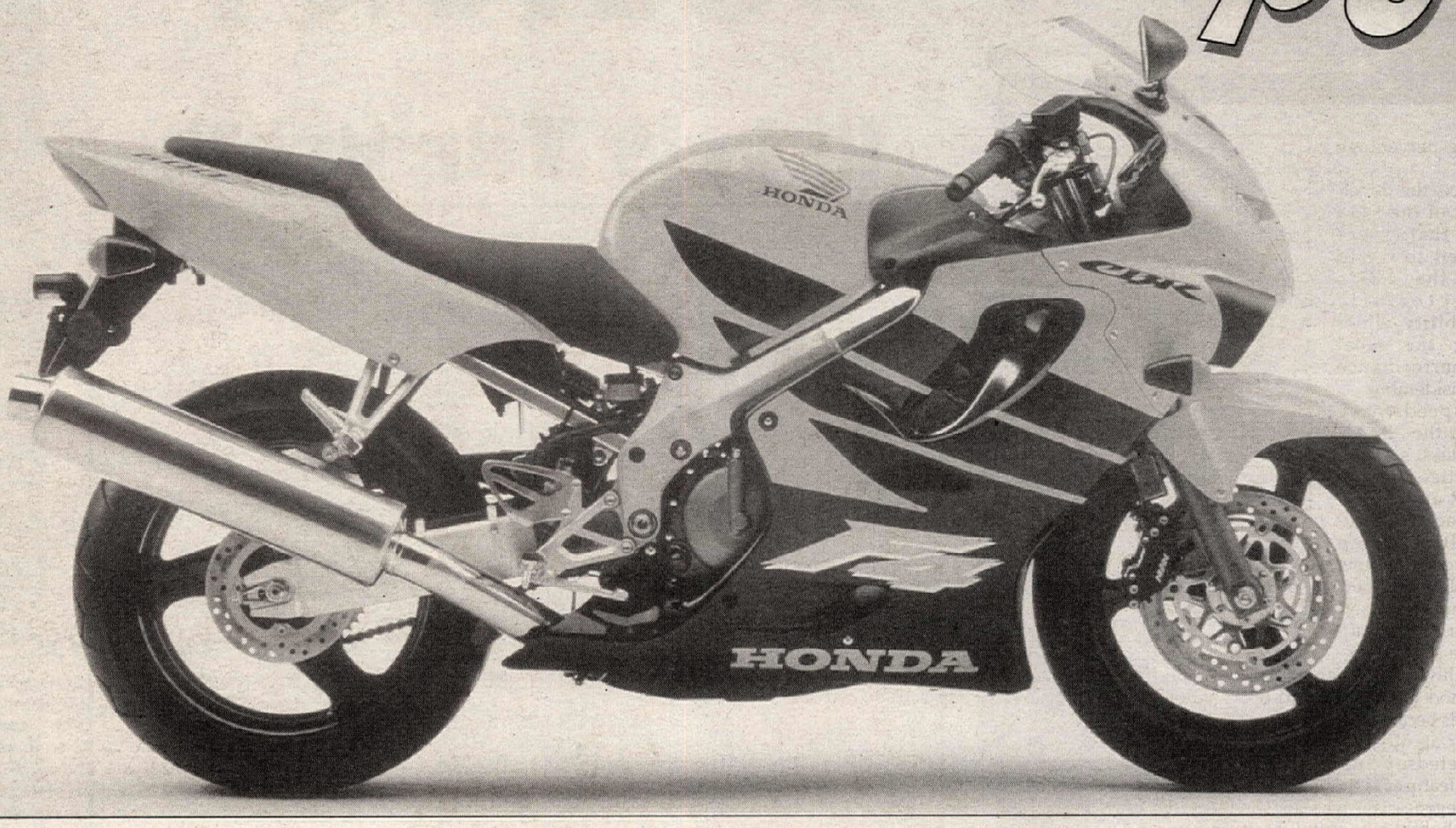
The balance tips



By Mark Hoyer

TORRANCE, CA, SEPT. 16

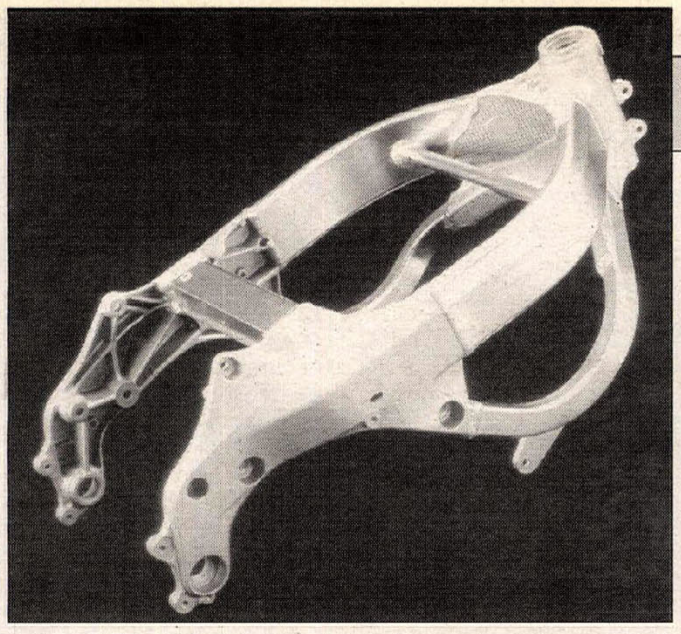
Long the model in the 600cc supersport class that best represented a balanced approach to building a motorcycle with high track capability that was still eminently streetable, Honda's CBR600F has seen its balance tip for the 1999 model year. For while the bike retains the "F" designation reserved for the more street-oriented models in Big Red's sportbike lineup, there is quite a lot about the new CBR600F4 that takes it a lot closer to the "R" end of the spectrum than the old F3.

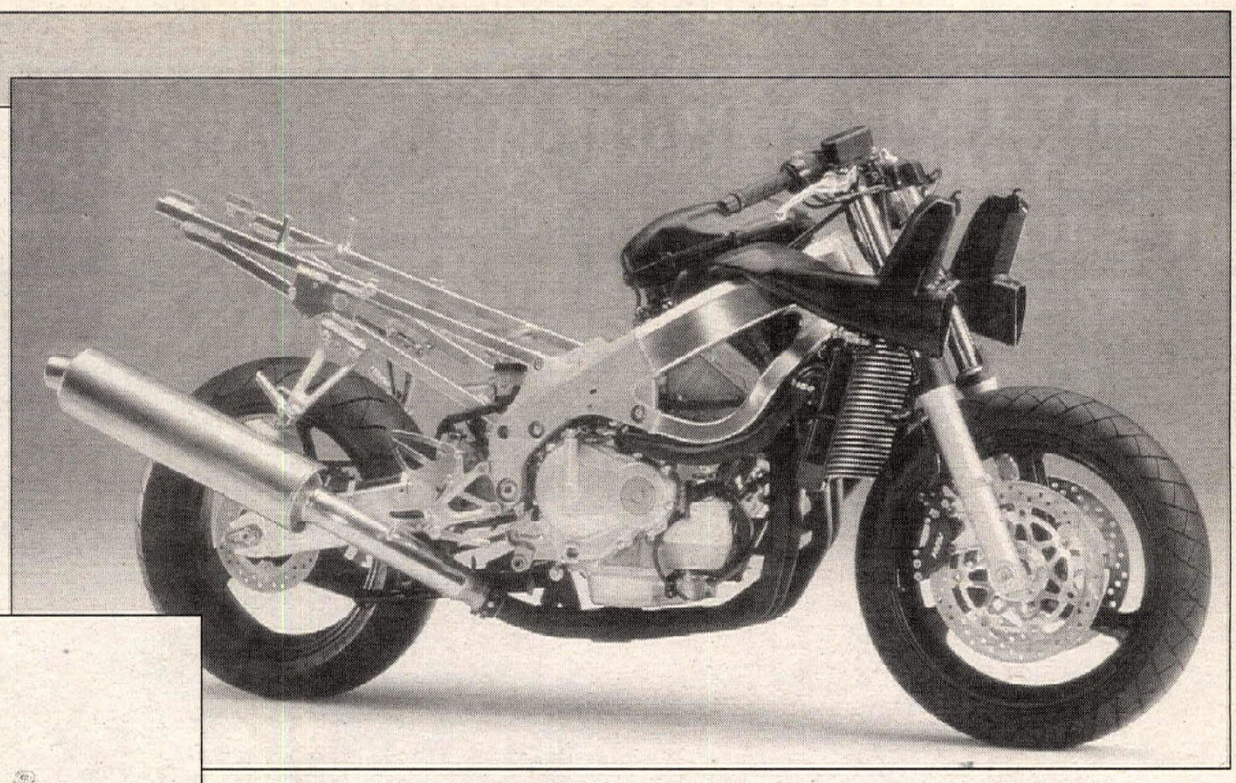
Virtually every element of the CBR600 - from the use of an aluminum frame (finally!) to an aggressively oversquare bore and stroke in the all-new powerplant - has been redesigned to give the bike a greater orientation toward the sport end of the spectrum. However, great efforts were made to keep the bike's street/track balance intact and, for instance, the F4's riding position is said to be virtually identical to that of the F3. And while the power curve has been oriented more toward the upper rev range in the interests of a higher peak output, the trade-off, Honda tells us, is small.

Sales numbers provided by Honda illustrate the reasons why the company didn't want to venture too far from the spirit of the old model: In recent times, the model has accounted for 16 percent of Honda's street-bike sales; in the Honda lineup, it represents one of two sportbikes sold; in the general market, the 600cc class accounts for 42 percent of sportbike sales, and nearly one of four 600s sold since '94 has been a CBR600. In short, the CBR600 is Honda's best-selling street model.

And while retaining the spirit of the old bike was indeed thought to be important, the heat has been on in the AMA 600cc Supersport series (a series in which Honda has won 60 percent of the races and six of the 11 championships) and Honda knew it had to up the capability of the machine and exorcise a few of the demons to keep its impressive

Styling is new, but instantly recognizable as CBR600. The four-two-one exhaust system features a polished stainless-steel silencer.





winning percentage going.

Hence, the development of the F4, a bike that was designed to try to retain the CBR's characteristic streetability while upping the race-track-performance ante considerably.

As speeds have risen in the AMA's 600cc class, so have difficulties keeping the CBR at the front of the pack - particularly after Dunlop introduced the new D207 GP supersport tire. The increased grip dropped lap times on some tracks by roughly a second and a half over the D364-shod bikes, but front-end chatter problems became a serious issue.

Enter an all-new aluminum chassis and beefed-up suspension. The new chassis features a more aggressive rake of 24 degrees (F3 was 25.2), coupled with a slightly longer trail of 96mm (up 2mm). Rake and trail are now identical to those of the GSX-R600, though at 54.7 inches, the Honda's wheelbase is .2 of an inch longer than the Suzuki's. The new, more rigid frame is 15.4 pounds lighter than the old steel one, and as such represents a good portion of the F4's dramatic weight loss of 37 pounds over the F3 model. Dry weight is 372.4 pounds.

Honda ditched the old 41mm-diameter fork in favor of a fully adjustable 43mm HMAS conventional cartridge unit, as well as increasing the span of the triple clamps by 12mm, all for greater rigidity.

At the rear, in what Honda has dubbed Pro-Frame, an aluminum swingarm is located both in the chassis downtubes and rear of the engine - an R-like move, considering the fact that both the VTR1000F and VFR800FI have "pivotless" chassis, their swingarms mounted only to the rear of the engine. The Pro-Frame concept was adopted because of improved stability and feedback. The remote-reservoir, HMAS rear shock works in a rising-rate linkage and is fully adjustable.

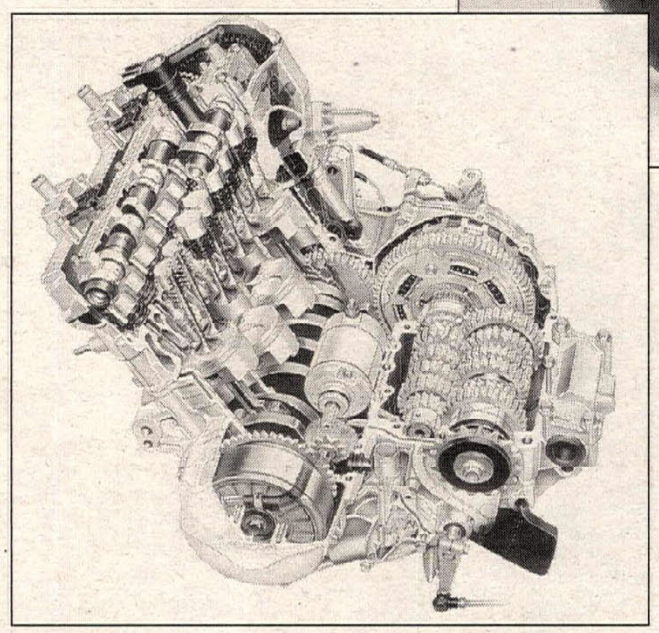
Lighter brakes grace the front (one less spoke on the disc carrier) and new four-piston calipers bring you to a halt, replacing the two-piston units of old. The rear disc is 220mm and uses a single-piston caliper.

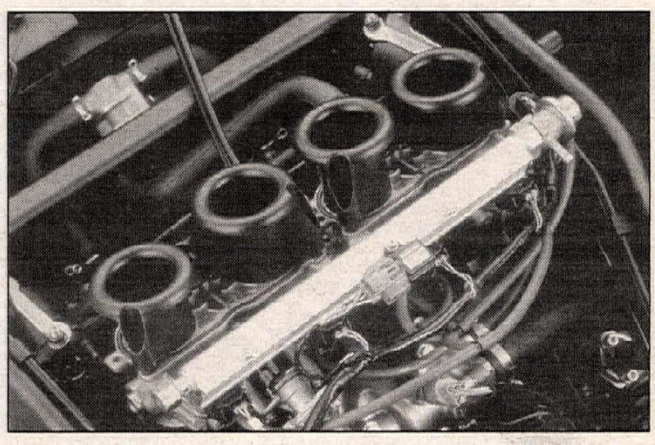
NSR500-like air intakes poke out of the front of the F4, and feed a two-stage ram-air system (with float-bowl pressure compensation for better throttle response) that features an 18-percent-larger airbox for the lighter, 36.5mm-bore carburetors. Redline is set at 13,500 rpm. With the shortest stroke in the class, it is interesting to note that the redline on the F4 is "only" 13,500 rpm (the ZX-6R - former short-stroke king of the class - redlines at 14,000 and the R6 redlines at 15,500). With rules in the AMA Supersport class dictating that the stock rev-limiting device must be retained, one wonders what the electronic rev limit is.

In an effort to keep the intake tracts as straight as possible, the cylinder-head mating surface is inclined slightly in relation to the bore. The same ceramic-composite cylinder sleeves we've seen used on the CBR900RR and VFR800 engines are now in use on the F4, as is the LUB-coat piston coating that reduces friction. Plug-top ignition coils are used, both for their weight benefit and better spark for the 3-D-mapped ignition. The cooling system has been revised to double the flow rate, and radiator capacity has been increased 17 percent. Weight savings from lighter engine components abound, with a lighter AC generator, starter, oil cooler and clutch all doing their part.

Honda didn't want to alter the character of the power delivery too much, and representatives said that the power curve is similar to that of the old bike, with slightly less power in the low end and lower midrange, but with more power in the upper midrange and top end. Peak power is claimed to be 110 hp at the crank, an increase of 5 percent over the old model. With a different power curve come different ratios for the six-speed gearbox.

Retail price for the F4 has yet to be released, though it should be in dealers' showrooms by January, in either red-and-black or yellow-and-black color schemes. CN





(Above) Undressed, the new ram-air system's NSR-like intakes are evident, as is the all-aluminum chassis, rear subframe and swingarm.
(Top left) In F4 guise, the CBR600 finally gets an aluminum frame. It is 15.4 pounds lighter - while being more rigid - than the steel unit it replaces.
(Left) The all-new short-stroke powerplant is said to produce 110 hp at the crank, an increase of 5 percent.

(Left and above) In a visual respect, the 1999 CBR1100XX is virtually identical to the '98 model save for the gold-colored engine covers used this year. Underneath the skin, it's a different story. A 3-D-mapped electronic ignition and fuel-injection system have been adopted, and coupled with a ram-air system, midrange power is up by a whopping 10 percent, and peak power by 5 percent, all with improved fuel economy. Low-speed damping rates have been softened by 10 percent for a more plush ride. Cush-drive blocks were hardened to help reduce driveline lash, and revised Linked Braking System settings bring it closer to the spec of the excellent VFR800's LBS. The new CBR1100XX should be in dealers' showrooms by February.

1999 Honda CBR600F4

Specifications

Engine . .liquid-cooled in-line four-cylinder w/ DOHC and four valves per cylinder
Bore x stroke . . . . . .67 x 42.5mm
Displacement 599cc
Compression ratio 12.0:1
Carburetion . . .(4) 36.5mm flat-slide CV
Ignition . . . . . .Computer-controlled digital transistorized w/ 3-D map
Transmission . . . . .Close-ratio 6-speed
Final drive . . . . . .#525 O-ring chain
Frame . . . .Pro-Frame twin-spar aluminum
Rake/trail . . . . . .24°/96mm
Wheelbase . . . . . .54.7 in.
Seat height . . . . . .31.9 in.
Suspension
Front . . . . 43mm HMAS cartridge fork w/ spring preload and rebound- and compression-damping adjustment; 4.7-in. travel
Rear . . . . Pro-Link HMAS single shock w/ spring preload and rebound- and compression-damping adjustment; 4.7-in. travel
Brakes
Front . . . . . .Dual 296mm floating discs w/ four-piston calipers
Rear . . . . . .Single 220mm disc w/ single-piston caliper
Wheels/tires
Front . . . . .Three-spoke cast-aluminum 3.50-in.-wide rim w/120/70ZR17 Dunlop D207 radial
Rear . . . . . .Three-spoke cast-aluminum 5.50-in.-wide rim w/ 180/55ZR17 Dunlop D207 radial
Fuel capacity . . . . . .4.5 gal.
Dry weight . . . . . .372.6 lb.

Round 16: Megalopolis MX Park

Unbelievable

By Geoff Meyer

MEGALOPOLIS, GREECE, SEPT. 13

French sensation Sebastien Tortelli, riding his Jan de Groot Kawasaki, wrested the 1998 World 250cc Motocross Championship from the jaws of defeat.

"I came here thinking it would be difficult, but I always gave myself a chance," said the new World Champion. Tortelli, who entered the final round of the series eight points behind defending champion and series leader Stefan Everts, turned a 1-1 result in Greece into the title, becoming only the third Frenchman in history to win a World Motocross Championship.

Everts would leave the Greek track with his honor seriously dented and his pride smashed. The Belgian, who tallied 3-7 results in the two motos, had not only lost his chance to win a fifth World Motocross Championship, but also fell more quickly than a house of cards as he floundered around the hilly circuit in a most uncharacteristic fashion.

After 1324 minutes of racing in the 1998 World 250cc Motocross Championship, defending World Champion Everts and his major rival, Tortelli, were locked on 523 points - with only 20 minutes remaining in the season. Tortelli, with a bruising pass, had only seconds earlier pushed in front of Everts for the lead in the final moto of the last round of the season. With a better 1998 win ratio than Everts (Tortelli was heading for moto win number 15, while Everts had won 14 motos), the French wonder was now the favorite to lock up the title. Many, though, knew Everts was a winner - and that he could come back at any moment and steal the glory. What followed could only be described as amazing.

Everts, who was totally spent from a nerve-wracking loss in the first moto, lost speed in moto two and cruised to a season-worst finish of seventh.

"I rode so tight in the first moto that I had nothing left," Everts said. "I even thought about stopping, but I didn't want to end it that way. So I fought through the pain to finish."

The four-time World Champion would later drop to the ground, his legs also failing him as he fainted in the arms of his supporters as they tried to console him.

(Above) Stefan Everts (1) and Sebastien Tortelli (4) leave the starting gate as their war for the 1998 250cc World Championship gets under way in Greece. (Left) Everts leads Tortelli, but it was only a temporary lead. The two fought hard for the entire day but Tortelli ended up coming out on top.

Tortelli, meanwhile, kept his cool and went on to win the moto, the overall and most importantly the championship - adding to his 1996 World 125cc Motocross Championship.

With the final round of the series held in Greece, it was a surprise that only 18 European regulars turned up for Saturday's qualification. As has been the case all season long, Everts clocked a fastest time of 1:59.949 around the 6270-feet track, and Tortelli made his contribution with a 2:00.514. Some two seconds off the pace in third place was Honda-mounted Pit Beirer, with American Tallon Vohland ending up fifth on his factory Yamaha.

Another American, Ryan Hughes, had been brought in by the Kawasaki team to try to help Tortelli win the championship, but in a heated moment Everts' team manager, Dave Grant, appealed the entry, forcing Hughes to sit out the event.

"I understand Grant's deal. This is a big race and I could have caused some problems for the Honda team," said Hughes.

Grant was a little more cut-and-dry about the situation.

"His entry was late, so he cannot ride - it's as simple as that," said Grant.

As expected, race day was filled with high drama. As the riders entered the area behind the starting gate, television crews did last-minute interviews. Tortelli appeared a bit sheepish, at least compared to Everts, who was playing things cool.

When the gate dropped, Tortelli grabbed a slight lead off the start and Everts, who had lost a little time in the first 300 feet, was about to get his first wake-up call. Tortelli turned his machine right into the path of Everts and, as the two entered the first corner, it looked likely that Everts would end up crashing into the inside safety fence. Just as he has done in the past, though, Everts held the throttle on longer than his challenger and came out of the corner in front.

"He blocked me, but it was nothing serious - I have done the same to him this year, " Everts said later.

Tortelli had somehow lost some positions and was fifth as they entered turn two.

"I got a little messed up and was then fighting with Vohland and Bervoets," Tortelli explained later.

By lap two, Beirer had moved into the lead as Everts struggled with his rhythm; Yamaha-mounted Mickael Maschio was second. Back in fifth, Vohland couldn't believe what he was seeing ahead of him.

"I was just behind Stefan (Everts) and Tortelli. Man, they were riding like rookies; I was really surprised," Vohland said.

Beirer was soon looking over his shoulder, seeing that the two "rookies" had fought back to the top three - although doing it with far less style than in previous weeks.

"I did not want to get caught up with them; they were fighting for the title and I sort of let them go," Bierer said. "But they were riding so badly. Then they crashed and I was suddenly back in the lead. At that moment I thought, 'This is my race now.'"

Sure enough, Everts had crashed headfirst into the hard dirt as he entered a left-hand corner. He had fought his way to the front, and now he would have to do it all over again as he remounted in fourth place.

"I just did something stupid, and

when I got up I was a little tired. It was very difficult out there," said Everts.

Tortelli, who had held the lead for one lap, was also looking like a novice and he too hit the deck.

"It was not me out there. I was riding so nervous, my rhythm was nothing," Tortelli said.

He would drop back to third, behind Beirer and Vohland. Vohland was again looking for a place to hide.

"I was riding okay, but I wanted to get out of there," he said. "I didn't want to send one of those two crashing out of the championship picture - they were fighting for the number-one plate."

Beirer, who was riding better than ever, was a little miffed by the situation.

"Once Stefan and Sebastien came onto me again, they were still riding, like, really bad," he said. "I started feeling nervous. It was a strange race - then I started riding like them."

In the end, Tortelli blasted past both Beirer and Vohland for the win. Beirer, doing his best to cut Everts from the championship, finished second, with Everts third.

"Thanks," Tortelli said to Beirer, "you have done me a big favor."

It was true - Tortelli had made up four points on his rival and now only three points separated the top two in the championship. Beirer, who rides for Honda, found little in the way of team orders to prevent this result.

"I ride for another team," Beirer explained. "All year long we have asked Honda for parts and they gave us not a lot compared to what Stefan got. I owe Honda nothing."

With the victory, Tortelli stood atop the podium to the applause of the 20,000 in attendance. Everts, on the other hand, wasn't about to let his rival witness his dejection. The defending champ rushed back to his motorhome and didn't return to the podium.

After a short interval, the riders returned to the starting gate. Everts appeared to have recovered and Tortelli's face now featured a smile that had been missing before the first moto. Part two of the final war looked like it was going to the Frenchman.

Everts, however, timed his start with brilliant precision, entering the first turn with a slight lead while Tortelli held down second place. With the winner of this moto going on to become World Champion, the nervousness seemed to disappear and the two commenced showing the world what championship motocross is all about. By lap five, third-placed Vohland was miles behind.

"It seems they got their act together," Vohland said. "When that's the case, I'm not in their level, and probably never have been."

Beirer held down fourth and was doing his best to give his Honda team a final thank-you.

"I wanted to win the last moto, but you could see the other two were on the gas," Beirer said. "I could not ride with them."

For 12 laps, Everts held off the charging Tortelli. It appeared as though the Frenchman was waiting for his chance - and it came on lap 13.

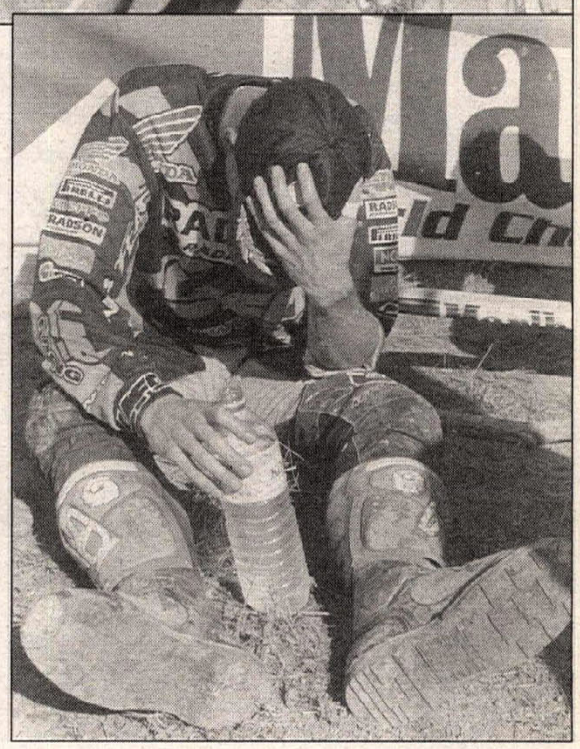
"I was riding on the limit; it was not a matter of waiting," Tortelli said later. "But I needed to find a good place to get by."

Tortelli moved onto the back wheel of Everts. Then, as the two entered a sweeping right-hand turn, he rode into Everts, sending the champion into the trackside bunting and taking the lead.

"It was not a dirty move, he just did a good pass," Everts said.

It would be the last Everts would see of Tortelli.

(Above left) American Tallon Vohland ended up third overall on the day on his factory Yamaha.
(Above) Tortelli gives thanks to Pit Beirer, the Honda rider who managed to finish ahead of Everts in the first moto - thus giving Tortelli the opportunity to win the title.
(Right) Everts was the picture of dejection after losing his World Championship.



"Once he passed me, I lost all my energy," Everts admitted. "I had nothing. I even thought about stopping."

Lap after lap, the rider many consider to be the best in the world lost places - first to Beirer, then Vohland, then Bervoets, then Joakim Karlsson and finally Peter Iven. It was a sad sight.

Tortelli shot out to a 50-second lead over Bierer, yet with a few laps to go the French rider waved at his pit and nearly dropped his bike.

"It was scary - my heart skipped a beat, that's for sure," Tortelli said.

Still, he had done enough and he crossed the finish line with his arms held high. Everts, back in seventh place, went unnoticed as the crowd swarmed around Tortelli.

Everts again returned to his motorhome, then made the long walk to the podium. It wasn't a pretty sight - the man who has held World Championship Motocross in the palm of his hand for the past three years walking with his head held low, crying.

Everts' father, Harry (a four-time World Champion), cradled his son.

"This will make you stronger, son," he told him, words that the older Everts had heard some 20 years earlier when he also lost the World title in a final-round shootout.

Tortelli was in another world, receiving thanks from his team members. Then, as he was raised into the air, Beirer arrived to share the moment. As the two embraced, Tortelli thanked his competitor.

"Pit, you're the best," Tortelli said. "Thanks to you, my job was a little easier."

With the FIM trophy packed away in his luggage, Tortelli will next attempt to win the 1999 AMA 250cc National Championship. CN

Megalopolis MX Park
Megalopolis, Greece
Results: September 13, 1998

MOTO 1: 1. Sebastien Tortelli (Kaw); 2. Pit Bierer (Hon); 3. Stefan Everts (Hon); 4. Tallon Vohland (Yam); 5. Marnicq Bervoets (Suz); 6. Mickael Maschio (Yam); 7. Joakim Karlsson (Hon); 8. Paul Cooper (Kaw); 9. Peter Iven (Kaw); 10. Leon Giesbers (KTM); 11. Joshua Coppins (Suz); 12. Alessandro Zanni (Hon); 13. Peter Nijs (Hon); 14. Miska Aaltonen (KTM); 15. Christian Stevanini (TM).

MOTO 2: 1. Sebastien Tortelli (Kaw); 2. Pit Bierer (Hon); 3. Tallon Vohland (Yam); 4. Marnicq Bervoets (Suz); 5. Joakim Karlsson (Hon); 6. Peter Iven (Kaw); 7. Stefan Everts (Hon); 8. Paul Cooper (Kaw); 9. Joshua Coppins (Suz); 10. Leon Giesbers (KTM); 11. Alessandro Zanni (Hon); 12. Remy Van Rees (Kaw); 13. Chistian Stevanini (TM); 14. Miska Aaltonen (KTM); 15. Stravos Georgakopoulos (Hon).

O/A: 1. Sebastien Tortelli (Kaw); 2. Pit Beirer (Hon); 3. Tallon Vohland (Yam); 4. Marnicq Bervoets (Suz); 5. Stefan Everts (Hon); 6. Joakim Karlsson (Hon); 7. Peter Iven (Kaw); 8. Paul Cooper (Kaw); 9. Joshua Coppins (Suz); 10. Leon Geisbers (KTM); 11. Mickael Maschio (Yam); 12. Alessandro Zanni (Hon); 13. Remy Van Rees (Kaw); 14. Christian Stevanini (TM); 15. Miska Aaltonen (KTM).

FINAL WORLD CHAMPIONSHIP 250cc MX SERIES POINT STANDINGS (After 16 of 16 rounds): 1. Sebastien Tortelli (563/7 wins); 2. Stefan Everts (555/8); 3. Pit Bierer (402/1); 4. Marnicq Bervoets (288); 5. Frederic Bolley (279); 6. Tallon Vohland (275); 7. Joakim Karlsson (245); 8. Mickael Maschio (213); 9. Leon Geisbers (174); 10. Paul Cooper (135); 11. Yves Demaria (117); 12. Peter Iven (114); 13. Joshua Coppins (113); 14. Werner Dewit (86); 15. Miska Aaltonen (76).

Briefly...

Ryan Hughes was in a talking mode in Greece. The Californian had talks with Dave Grant's Honda team and also the Pamo Honda team. "I have talked to Dave and it sounds interesting," Hughes said. "I am also having talks with Magic Bike next week, so maybe something will come from that."

Several former World Champions had their own ideas as to why Stefan Everts suddenly slumped. Five-time World Champion **Eric Geboers** had some good and some bad to say about Everts. "He is a better rider than I was, and to be honest he should win many World Championships," Geboers said, "but he is not strong in the head. Look what happened here today. I could not believe it, he got knocked out by Tortelli." **Harry Everts** backed up Geboers' claim about his son's ability. "He is the best; not even Roger (DeCoster) was as good as Stefan. If he does not get injured, he will many more championships."

The **1998 World Supercross Championship** will still begin in Paris, France, on October 24, although the following round will now be one week later in Brazil - and not two weeks later as was first thought. Jeremy McGrath, who was expected to race in Paris, looks likely to be a non-starter, according to Giuseppe Luongo, who is the boss of Action Group, the event's promoter. "He has been given money from another promoter (The Bercy Supercross) to not compete - it is a shame for McGrath," said Luongo. It seems that the Bercy Supercross promoters, who will run the annual three-night affair November 14-16, are also giving other riders money to not ride in the World Championship opener.

It now appears certain that a round of the **1999 World Supercross Championships** will be run in America. The venue for the event is not yet known, though it is expected to feature live television. "We had talked to Pace Promotions about the event, but while they do a great job with their series, I think we can do it better," Action Group manager Giuseppe Luongo said. "Our plan is to make Supercross a major series throughout the world - not just in Europe and America."

Mike Brown may end up competing in the 125cc World Championship Series, riding for Dave Thorpe's Honda team. Brown will race in place of James Dobb, who is at present looking for a new ride. The fact that Sebastien Tortelli is set to move from his championship-winning Kawasaki team to the American Honda team in 1999 created a funny situation in Greece. First of all, Stefan Everts won the 1995 World Championship riding for Kawasaki, then moved to Honda (Tortelli has done it in reverse). Tallon Vohland, who will move to Honda in 1999, battled all weekend with Pit Beirer, who will move from Honda to Kawasaki. Adding to the confusion of the Kawasaki/Honda situation, Ryan Hughes - who tried to race in Greece for the Kawasaki team (to try to help Kawasaki beat Honda) - is now talking to Dave Grant's Honda team for next year.

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All are good; one is right for you

By Lane Leavitt and Mark Kariya
Photos by Feet Up! Magazine and Mark Kariya

This has been a transitional year for trials.

As the sport moves from the static stop-and-hop style to the neo-no-stop format, the bikes also will have to evolve for the new paradigm. All four of the bikes in this comparison - the Beta Techno 250, Gas Gas TX270 Contact, Montesa Cota 315R and Scorpa Easy 250 - have their roots in stop-and-hop, so the transition has yet to be completed from an equipment standpoint. However, most of the United States hasn't adopted the international rules, so we haven't felt the pinch yet. Let's take a closer look at these wildly different bikes that are all designed to do the same thing: ride where no other bike can be ridden.

TECHNICAL OVERVIEW

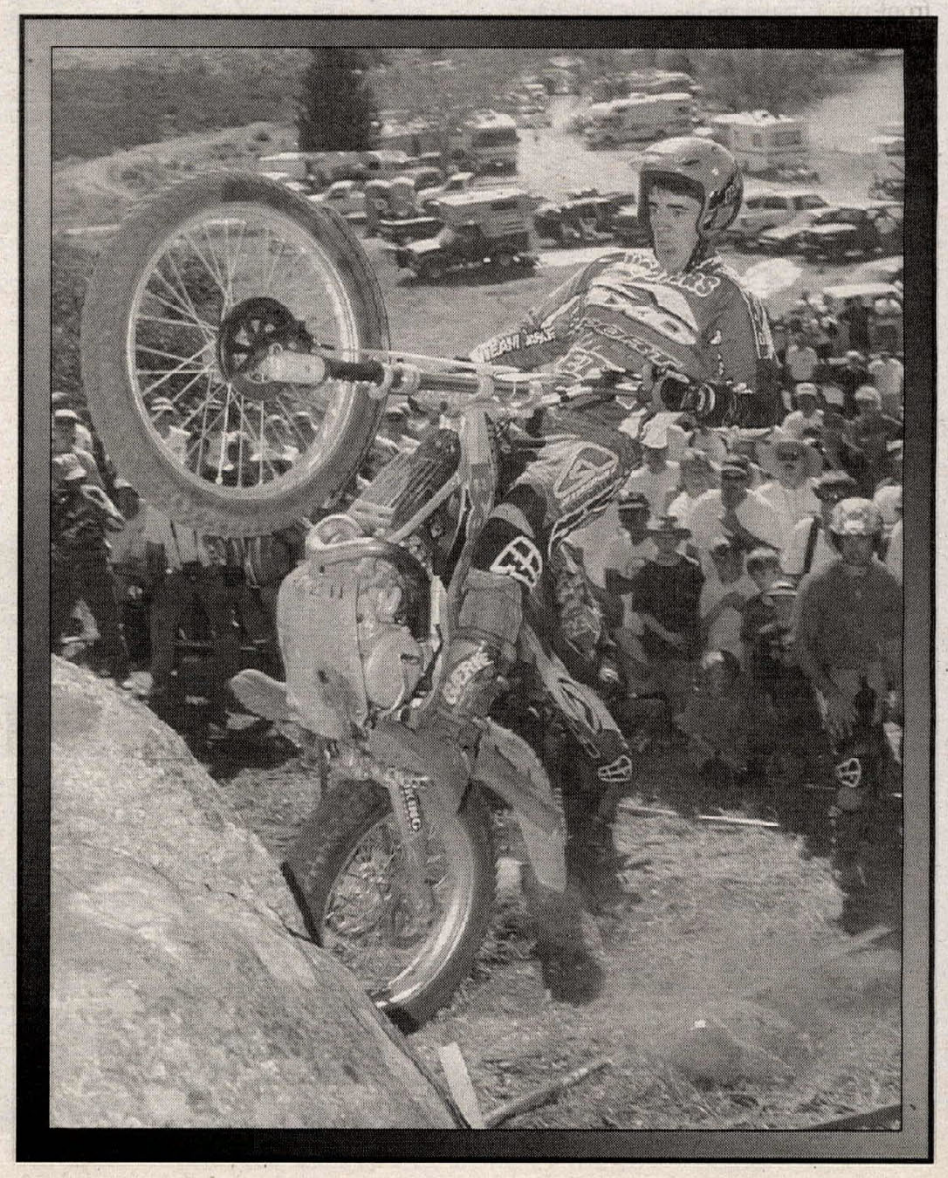
Unlike motocross bikes, which are quite similar to each other, trials bikes have very distinct designs and a dazzling array of different components. Take, for example, the brakes: All four bikes have AJP rear calipers. However, all four calipers are different! There are even three different rear rotors employed among the four bikes.

All four engines are liquid-cooled, reed-valve two-strokes, and all except the reed-valve-inducted Scorpa have case-reed induction. Beta and Gas Gas manufacture their own motors, while Montesa uses a Japanese HRC power plant and the Scorpa is powered by an Austrian Rotax engine. The Beta, Gas Gas and Montesa motors are strongly oversquare designs, but the Scorpa has a nearly square bore-to-stroke ratio. Dell'Orto supplies 26mm carbs for the Gas Gas and Montesa, and there's a 28mm Keihin on the Scorpa and a 26mm Mikuni on the Beta.

Hydraulic clutches have been standard for years on trials bikes, and each machine uses AJP master cylinders. The Montesa has a five-speed tranny, compared to six-speeders on the Beta, Gas Gas and Scorpa. It's a right-side kick/left-side chain on the Gas Gas and Montesa, with the opposite design on the Beta and Scorpa.

The Beta and Montesa are twin-spar aluminum frames with removable aluminum subframes. A chrome-moly perimeter design is used on the Gas Gas, with a nonremovable stamped chrome-moly subframe. Going against the flow, the Scorpa has a single backbone chrome-moly frame with a single-tube, fixed chrome-moly subframe. In all cases, skid plates are used instead of bottom frame tubes, and the engines are

(Above) As trials continues to evolve, the sport's "Big Four" manufacturers tirelessly labor to bring riders the latest technology in their new motorcycles. The extent to which this has been done creates distinct character in each of the bikes, thus choosing the right one for you means first deciding what kind of bike you want.
(Right) Based on the bike Dougie Lampkin has won back-to-back World Championships with, the Beta Techno 250 is best-suited to talented, aggressive riders like former high-school champ Michael Bryant who now contests the Championship class at Nationals.



stressed members. The Beta's fuel tank is built into the frame, the Gas Gas has an aluminum tank, and it's plastic for the Montesa and Scorpa.

Gas Gas builds its own front suspension units - something you don't see very often - while the other three bikes use conventional 38mm Paioli forks. The Gas Gas fork features a black titanium-nitride coating and externally adjustable compression and rebound damping. The Beta's Paioli legs are coated with gold titanium-nitride, and the Montesa and Scorpa are uncoated. All the Paioli forks are adjustable for preload and rebound only.

Unlike the Boge shocks on the other three bikes, the Montesa uses a small, lightweight, trick Showa shock. Damping is adjustable for rebound only on all four bikes, along with preload via a threaded collar. All four swingarms are aluminum with linkages, but the Gas Gas and Scorpa's are banana-style cast units. Uniquely, the Scorpa swingarm is made of two pieces bolted together.

Only Gas Gas and Scorpa can agree on a front-brake setup. The Beta uses an AJP master cylinder with long levers; it's a Grimeca master cylinder and long levers for the Montesa, and the Scorpa and Gas Gas have shorty levers and AJP master cylinders. All four bikes have AJP calipers, but the grabbers on the Gas Gas and Scorpa are different from those found on the Beta and Montesa. There's a wide variety of handlebars, also. Magura developed variable-thickness, crossbar-free handlebars similar to Answer's ProTapers-for the Beta. The rest of the bars are standard 7/8-inch-diameter aluminum units, with a Hebo mounted on the Gas Gas, and Dominos on the Montesa and Scorpa.

As mentioned earlier, all four rear-brake calipers are different though they're all from AJP. The Scorpa uses a front-pivot brake pedal, like that found on old ATKs, with the master cylinder mounted on the engine case. The brake pedal on the Gas Gas is nonfolding, unlike the other machines.

Tube-type Michelin Trial Competition are standard on the front of all bikes, as are the tubeless Michelin X11 radials on the rear. In order to seal the rear rim effectively, Beta and Montesa uses a raised ridge for the spokes to attach, while Scorpa and Gas Gas rely on a rubber band to keep air from escaping through conventionally placed spoke nipples. Adjusting the spokes on the Beta can be done with either an Allen wrench on the hub end of the spokes or with a traditional spoke wrench at the rim end. The spokes on the Montesa are actually two-piece affairs with an adjuster in the middle.

BETA TECHNO 250

This Italian mount is a true World Champion's ride. It will go over the big stuff better than any other trials bike. Using a combination of a heavy front end, stiffer frame, longer wheelbase and aggressive motor, you can gain inertia and attack huge steps. In some ways it's more like a supercross bike, in that it's demanding to ride. All the attributes that allow you to conquer the big stuff require the rider to put in 100 percent as well.

The power on the '97 Beta sometimes made it difficult to get the rear tire to hook up, but this year's Techno grips as well as - or better than - the competition. Its rapid acceleration allows crucial speed to be gained where there is grip, and that momentum can be carried through the slippery stuff as well. Still, with the huge midrange and top-end burst, you will spin the tire more often than on any other trialer. Be prepared to budget for lots of new rear tires.

The frame is very stiff, which lets the bike track and hold a line better than any other machine. While the suspension is soft initially, it quickly gets progressively stiffer. Medium-sized bumps must be absorbed with your legs.

Handlingwise, the Techno carves turns extremely well because there's so much weight on the front wheel, but it also has the longest wheelbase, which detracts from its turning slightly. If trick riding is your style, the Techno happily complies.

On off-cambers, the Beta tracks better than the other bikes, thanks again to the most rigid frame of the bunch. However, when you hit something, the energy has to go somewhere, and on a bike as solid as the Techno, it's transmitted to the rider. An expert can usually disperse that energy efficiently, but it will often bounce a lesser rider off the bike.

Everything on the Beta is aimed at pleasing top riders. If you aren't capable of exploiting the strengths of this machine, it will quickly tire you out and cost you points. However, if you're big, strong, have excellent technique and are, most importantly, highly aggressive, you will find a lot to like in the Beta.

The Techno is a demanding machine, but it has carried Dougie Lampkin to back-to-back World championships and Geoff Aaron to the last five U.S. titles. It may be a bit much for a lesser rider, but for anyone who can harness its capabilities, the Techno is unbeatable.

(Above) You don't have to be as talented as Jess Kempkes to appreciate the Gas Gas TX270 Contact. It seems to suit a wider variety of rider abilities than any other bike due to its flexible power, tight turning ability and low center of gravity. (Left) The Montesa Cota 315R is the lightest bike of the bunch, but it's best ridden with the revs up in order to get the most out of the HRC engine and five-speed gearbox (the others have six). As Matt Moore demonstrates, it can tackle big obstacles, in addition to everyday sections.

GAS GAS TX270 CONTACT

In this company's short life, Gas Gas trials bikes have become the industry standard, due in no small part to the contributions made by Jordi Tarres on his way to three consecutive World Championships on the Spanish machines. The '98 TX270 is substantially improved over last year's bike.

The new Contact produces gobs of useable horsepower that will please riders over a wide spectrum of abilities. It has one of the smoothest powerbands around, it's resistant to stalling and it pulls nicely through the rev range. Right off idle, it's muscular but not intimidating. Having power this flexible allows you to pick the speed you want to go through a section without requiring excessive clutching. It makes the Gas Gas clearly the most forgiving bike for a rider who doesn't ride perfectly every time.

With that in mind, the suspension is set up for the small- to medium-sized bumps that most riders will face in a section. The damping is oriented toward trick riding but is still certainly adequate for the new modified no-stop style.

With a steeper steering-head angle than any other bike and a narrow frame that allows the rider to lean easier, the Contact has the tightest turning radius available. By combining a friendly power plant with a clutch that engages over a wide sweep, even a beginning rider can keep the front end from pushing. Dragging the rear brake can put some weight on the front wheel to assist in turning, and the motor can effortlessly overcome the drag.

Due to its low center of gravity, the Gas Gas feels extremely confident in a section. It does have the lowest ground clearance, so it will drag on rocks a bit more readily than the other bikes, which could rattle some riders. This low center of gravity makes the bike easy to throw around and is particularly nice for smaller riders, so it's certainly a reasonable compromise.

The TX270 just feels "right," and it's easier to ride and more forgiving for the average person than any other '98.

MONTESA COTA 315R

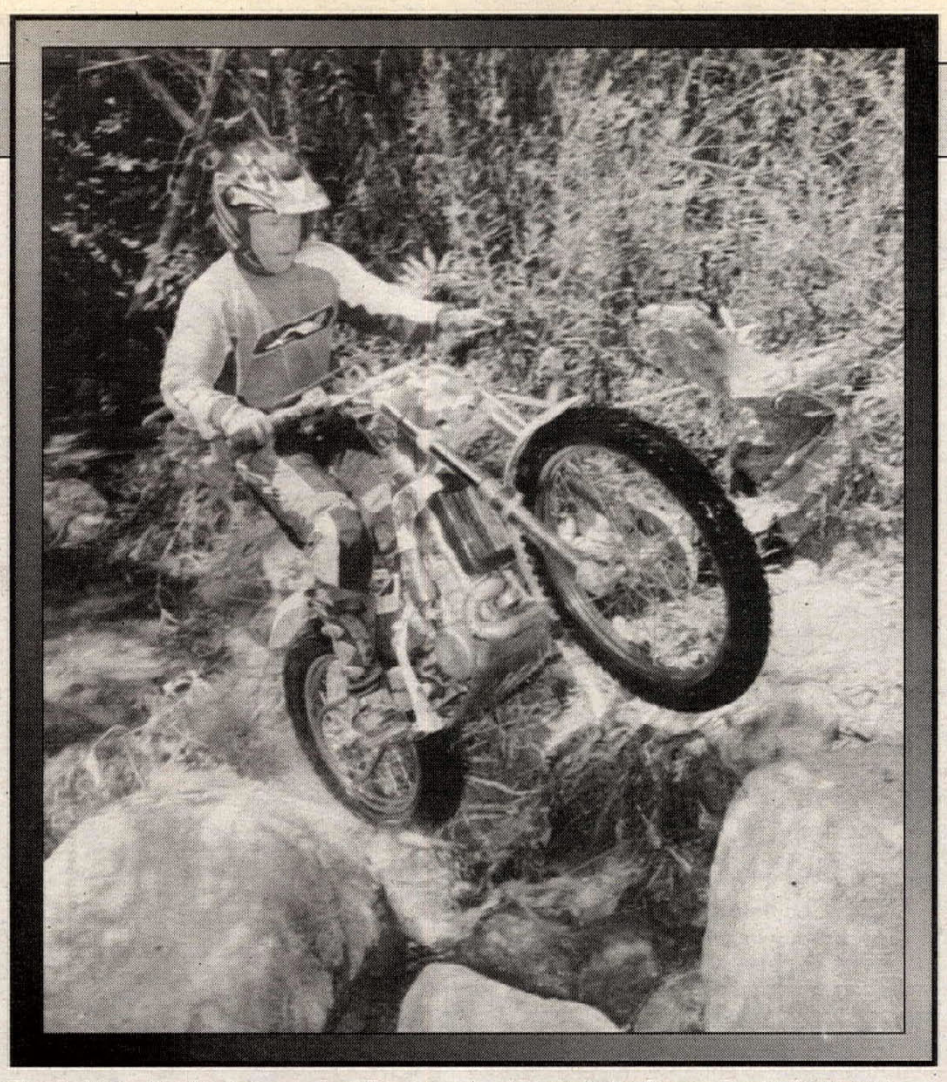
In '97 the Cota 315R set the trials world on its ear. This Spanish/Japanese conglomerate was clearly the best machine available, mainly due to its extremely light weight and compact chassis. Except for some minor changes to the clutch plates, the '98 version is basically unchanged while the other factories have been scrambling to catch up. Is the Cota still on top of the game?

The chassis layout is very traditional. It really shines in old-style creekbed sections because of its high ground clearance and nimbleness. The suspension is optimized for small and medium obstacles, and the frame flexes just enough to help absorb impacts and reduce fatigue. The controls are well-placed, which adds to your confidence and can only help improve your performance.

Turning the Cota's light front wheel requires lightly dragging the rear brake in loose turns or the front end washes out. This can be a risky strategy because the power is very soft at the bottom, making it somewhat susceptible to stalling. A high first-gear ratio - remember, the 315R is only a five-speed - compounds the problem. However, if the rider remembers to keep the revs up and works the clutch, the Cota will turn predictably and sharply.

It's surprising that a bike with an HRC 250 engine would be short of power, but that's the case. If ridden aggressively in the top of the powerband, there are horses to be found, and large obstacles can be conquered. The philosophy behind the motor is different from any other trials bike. It clearly lacks punch, but the delivery is ultra-smooth.

The suspension and chassis is similar to that of the Gas Gas, so it's aimed more toward stop-and-hop riding than the neo-no-stop style. Fortunately, the Showa shock is more adjustable than the Boges on the other bikes and can be set up for very slow or quite quick rebound.



The light front wheel means that floaters are effortless. In fact, the extreme lightness of the Montesa makes it the easiest bike to hop. This lightness also means it will require much less physical effort during an event, and the soft power is definitely not fatiguing.

Even after a year, no other bike is challenging the Montesa for the lightweight crown. It weighs seven pounds less than its nearest competitors, and you can feel it. Being the lightest bike, it's certainly more fun to ride than any other machine. Riders who are skilled but don't have the time to put in lots of physical training will find the Montesa a pleasing mount.

SCORPA EASY 250

The Scorpa is the biggest surprise. Even though the French company isn't well known, even in trials, it has put together an excellent overall package which does everything well at all levels of riding. It may look strange to Americans - think Citroen - but the bike works.

Although the Scorpa Easy 250 doesn't necessarily garner as much attention as the other three brands in this test, it is every bit as competent. The Easy's excellent suspension, neutral handling, and crisp power delivery make for a workable mount that can be enjoyed by experts and novices alike.

Suspension is the Easy's strongest point. It has a lightly damped, very plush feel that absorbs all sizes of obstacles and gives the rider plenty of confidence.

Steering is excellent due in part to the short wheelbase. With less than 52 inches between the axles, the Scorpa turns very tightly, which benefits riders who can't do tricks or are riding under the new no-stop rules. It's undoubtedly one reason factory Scorpa rider Graham Jarvis has moved up from also-ran to contender on this year's world circuit.

Handling is neutral, except on steep uphills where the front end wants to climb if the clutch or throttle aren't properly applied. Floaters are especially easy with the short wheelbase, smooth power and cushy suspension.

The Rotax motor runs crisp and strong, though it may be a bit too strong for many riders. Keep in mind, however, that the timing can be adjusted and, according to Scorpa, it will mellow the power significantly. But, in stock configuration, a gentle throttle hand is necessary in low-traction conditions while the brutish engine does come in handy on the big stuff. Shifting is excellent, which can be a huge advantage in long and varied sections.

Although the Scorpa has the highest seat height - okay, none of these bikes actually has a seat - it's also narrowest in the seat area. This makes it easy to move around on the machine. Like the Gas Gas, it also has a very narrow footpeg width which aids in balancing and turning.

The Scorpa is a very radical design that is very French and very bold. Is it for everyone? Certainly someone who wants something different - and that's saying something when it comes to trials - will love the Scorpa. It's unusual, but it also works surprisingly well for riders of any skill level. Not only that, but this will make for one wild vintage bike in 20 years!

SUMMARY

All of these bikes are capable of winning, but it's imperative that you select the bike that best reflects your riding style. Also, don't discount the importance of having a good dealer nearby. Still, you have a choice of four bikes with four distinct personalities, and you definitely want to pick the bike that you get along with best. CN

Beta Techno 250

Engine: Beta liquid-cooled, case reed-valve-inducted two-stroke
Bore and stroke: 72.5 x 60.0mm
Displacement: 247.5cc
Carburetion: Mikuni 26 VM
Compression ratio: 12.0:1
Ignition: Electronic
Clutch: Hydraulically actuated multi-plate wet
Transmission: Six-speed
Frame: Twin-spar aluminum
Wheelbase: 52.8 inches
Seat height: 26.0 inches
Ground clearance: 12.0 inches
Suspension
Front: 38mm Paioli fork w/ 6.7 inches travel; adjustable rebound and preload
Rear: Boge shock; 6.7 inches travel; adjustable rebound and preload
Tires
Front: 2.75-21 Michelin tube-type
Rear: 4.00-18 Michelin X11 tubeless radial
Brakes
Front: 185mm AJP disc
Rear: 160mm AJP disc
Claimed dry weight: 172 lbs.
Fuel capacity: 3.7 qts.
Price: $5390
Contact: Cosmopolitan Motors 215/672-9100 or cosmomtr@aol.com

Gas Gas TX270 Contact

Engine: Gas Gas liquid-cooled, case reed-valve-inducted two-stroke
Bore and stroke: 74.0 x 60.0mm
Displacement: 258cc
Carburetion: Dell'Orto PHBH 26CS
Compression ratio: 11.0:1
Ignition: Electronic
Clutch: Hydraulically actuated multi-plate wet
Transmission: Six-speed
Frame: Perimeter chrome-moly
Wheelbase: 52.4 inches
Seat height: 25.4 inches
Ground clearance: 11.6 inches
Suspension
Front: Gas Gas fork w/ 6.5 inches travel; adjustable compression and rebound
Rear: Boge shock; 7.0 inches travel; adjustable rebound and preload
Tires
Front: 2.75-21 Michelin tube-type
Rear: 4.00-18 Michelin X11 tubeless radial
Brakes
Front: 185mm AJP disc
Rear: 150mm AJP disc
Claimed dry weight: 168 lbs.
Fuel capacity: 3.4 qts.
Price: $5449
Contact: Gas Gas USA 816/741-7615 or gasusa@qni.com

Montesa Cota 315R

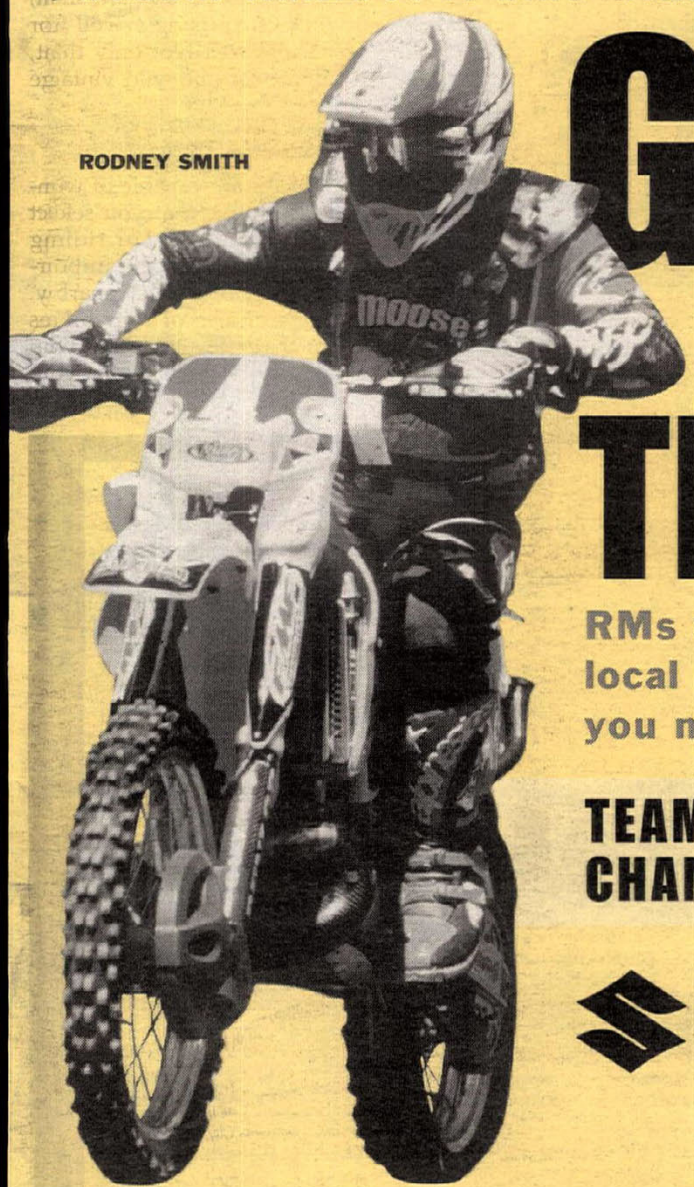
Engine: HRC liquid-cooled, case reed-valve-inducted two-stroke
Bore and stroke: 72.7 x 61.0mm
Displacement: 249cc
Carburetion: Dell'Orto PHBH 26CS
Compression ratio: 8.2:1 (corrected)
Ignition: Electronic
Clutch: Hydraulically actuated multi-plate wet
Transmission: Five-speed
Frame: Twin-spar aluminum
Wheelbase: 52.6 inches
Seat height: 25.1 inches
Ground clearance: 12.1 inches
Suspension
Front: 38mm Paioli fork w/ 6.5 inches travel; adjustable rebound and preload
Rear: Showa shock; 6.9 inches travel; adjustable rebound and preload
Tires
Front: 2.75-21 Michelin tube-type
Rear: 4.00-18 Michelin X11 tubeless radial
Brakes
Front: 185mm Grimeca disc
Rear: 160mm AJP disc
Claimed dry weight: 161 lbs.
Fuel capacity: 2.9 qts.
Price: $5850
Contact: Montesa Imports 612/937-6720

Scorpa Easy 250

Engine: Rotax liquid-cooled, case reed-valve-inducted two-stroke
Bore and stroke: 68.8 x 67.0mm
Displacement: 250cc
Carburetion: Keihin PE28
Compression ratio: 10.0:1 (corrected)
Ignition: Electronic
Clutch: Hydraulically actuated multi-plate wet
Transmission: Six-speed
Frame: Single-backbone chrome-moly
Wheelbase (actual): 51.9 inches
Seat height (actual): 27.0 inches
Ground clearance: 11.8 inches
Suspension
Front: 38mm Paioli fork w/ 6.5 inches travel; adjustable rebound and preload
Rear: Boge shock; 6.7 inches travel; adjustable rebound and preload
Tires
Front: 2.75-21 Michelin tube-type
Rear: 4.00-18 Michelin X11 tubeless radial
Brakes
Front: 185mm AJP disc
Rear: 150mm AJP disc
Claimed dry weight: 172 lbs.
Fuel capacity: 4.0 qts.
Price: $5295
Contact: The Tryals Shop 315/497-2904 or 73564.3405@compuserve.com

WE HATE TO SPOIL THE GNCC SEASON FOR YOU BY GIVING AWAY THE ENDING, BUT...

Don't blame us for spoiling the ending of the GNCC season early, blame Rodney Smith. How mind-boggling was his incredible 1998 season? Smith ripped his way to victory in five of the 10 races he entered and ended up on the podium in 10 out of 10 races. And after a decisive victory at Burr Oaks, the 1998 GNCC Championship title was his, even with three races left in the season. How did Smith do it? With a little help from his screamin' yellow Suzuki RM250. A bike with the strength and reliability to handle the punishment of a grueling GNCC event, and still come out on top. And with all the improvements made to the RM250 for 1999, look for RMs to be at the front of the pack again next season. Stop by your local Suzuki dealer and check out the whole RM line. We could tell you more about them, but we don't want to spoil that for you, too.



RODNEY SMITH

TEAM SUZUKI OFF-ROAD'S RODNEY SMITH CLINCHES GNCC CHAMPIONSHIP WITH THREE RACES LEFT.

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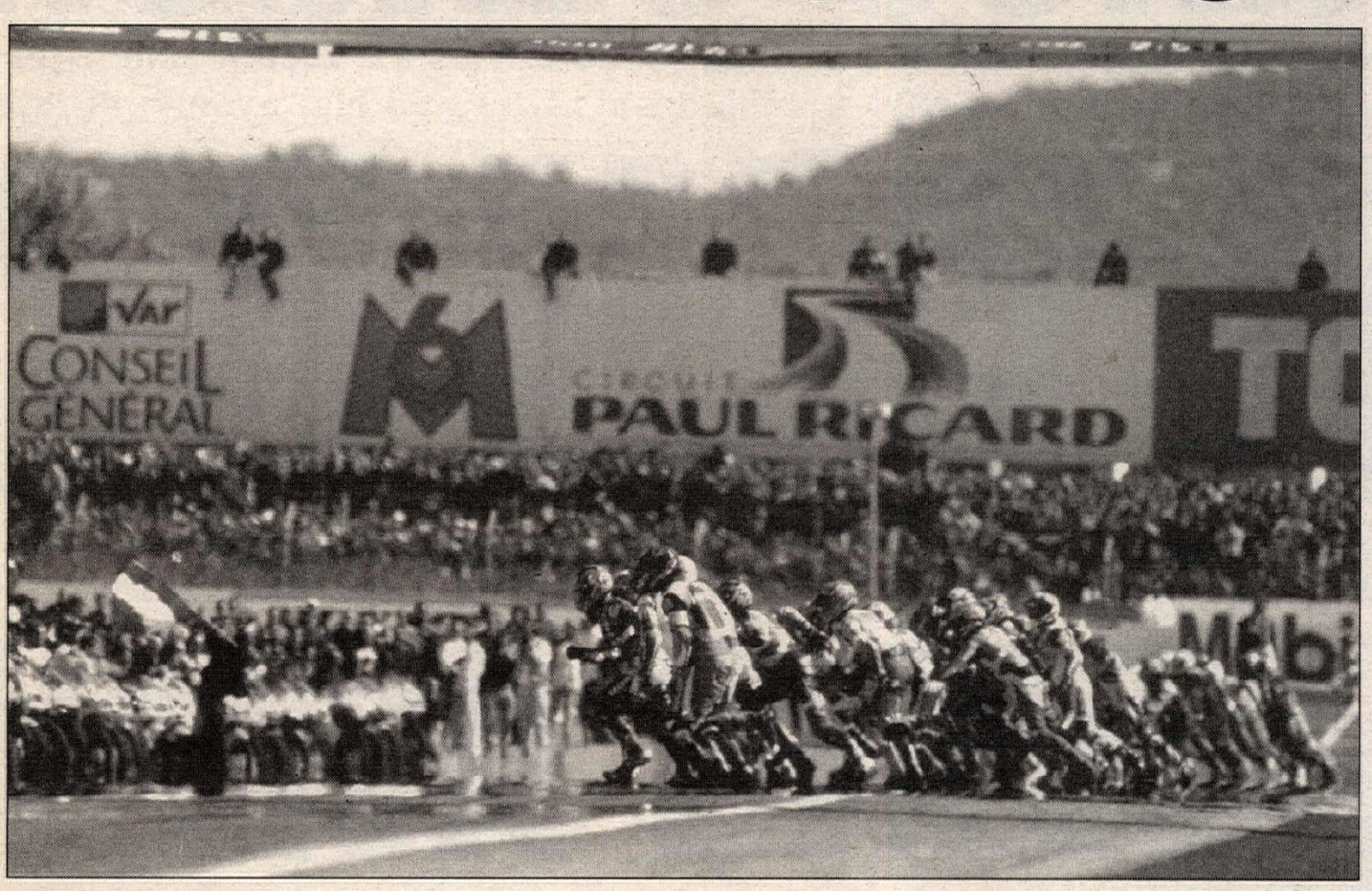
Down to the wire



By Johan Vandekerckhove
Photos by Mark Wernham

LE CASTELLET, FRANCE, SEPT. 12-13

With the World Superbike Championship garnering so much attention as the fight for the title goes down to the wire with just a single round left, it would have been easy to miss the tension building in the fight for the World Endurance Championship. The final race of the season - the Bol d'Or, held at Paul Ricard - didn't disappoint, with all the ups and downs, and more mileage covered in this single round than in the whole Superbike season combined.

French journalist/racer Bertrand Sebileau had been leading the points table for the whole year, but had to retire during the third hour of the race in the south of France. And so it was not until the closing minutes of the 62nd running of the Bol d'Or race that the title fight was really over, when Christian Lavieille succeeded in taking a very sick Honda RC45 to the finish - even pushing the bike at times - that he and teammate Doug Polen finally clinched the title. For Polen, this was his second consecutive endurance crown, World Championships the Texas has added since the two he secured in the heyday of his World Superbike career.

Qualifying was a double challenge for most of the top riders. First, they had their eyes set on Polen's fastest 1997 qualifying time of 1:57.936; second, getting under the two-minute-lap limit on the French circuit was an absolute condition to stay in the picture.

As expected, the factory bikes took the top five positions, with Bertrand Sebileau/Igor Jerman/Tain McPherson on the Kawasaki showing the way with a best lap time of 1:58.349, followed by Peter Goddard/Terry Rymer/Brian Morrison on the Suzuki, Lavieille/Polen/William Costes (Honda), Jehan d'Orgeix/Lavilla/Izutsu riding a Kawasaki and Bruno Bonhuil/Eric Mahe/Arnaud Vandenbossche on a Suzuki. Privateers Guyot/Cortinovis/Scarnato took their Kawasaki to sixth starting spot, preceding even Jean-Marc Deletang/Jean-Michel Bayle/Jean-Phillipe Ruggia riding for Yamaha and Jean Jeandat/Mauro Lucchiari/Pere Riba on a Honda.

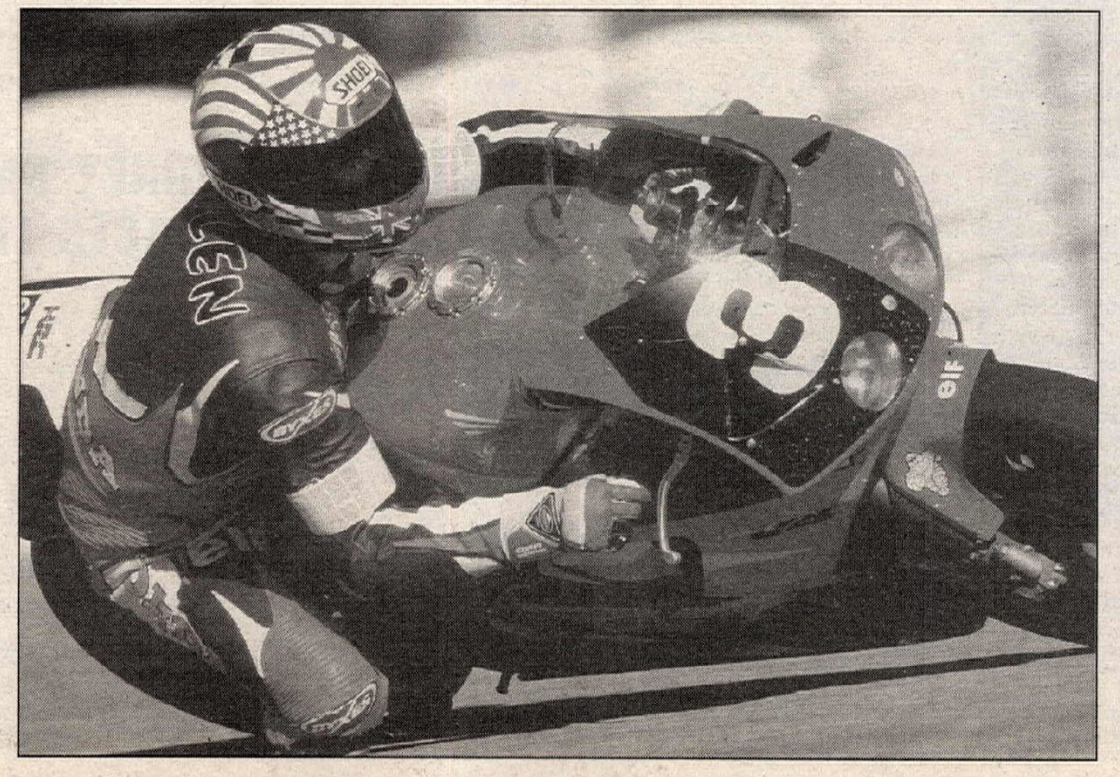
Saturday at 3 p.m. the lights turned to green and 76 bikes started what all hoped would be a 24-hour battle against the competition and the treacherous conditions, with the famous Mistral wind blowing rain clouds over the circuit at times. Slovenian superbike rider Jerman confirmed his earlier demonstrations of speed from this year and took the lead, soon followed by the second Kawasaki and the rest of the pack. The fastest Kawasaki of Guyot battled up front for only a few laps, before running into trouble with the rear wheel.

After just one hour of racing, the pace car was sent out for the first time after a crash involving two French private teams. Maurice Coq suffered a concussion, while Thierry Potier, who crashed first, was taken by helicopter to the hospital, where a spine injury was diagnosed. Almost half an hour later, Sebastien Scarnato - who took the private Kawasaki to a stunning qualifying time - crashed, but was able to push the bike back to the pit lane. Their hopes for a good result were over. About one hour later, his teammate Cortinovis did it all over again after being surprised by the strong Mistral wind.

As the riders came in for a second pit stop at the end of the second hour, the number-one Suzuki of Goddard took command of the race, with only the Kawasaki of championship points leader Sebileau running on the same lap. The green challenge was not going to last long: During the third hour, the number-10 Kawasaki stormed into pit lane, where the mechanics then opened up the engine, only to find a valve had broken on one of the inner cylinders. The race and title fight were over for Sebileau and his teammates. For Kawasaki, its only hope was the other factory ZXR, ridden by d'Orgeix, Lavilla and Izutsu. They could still secure the manufacturers title - if they kept strong for the next 21 hours!

One hour later, another factory bike went out. At 6:30 p.m., Grand Prix rider Bayle was caught off guard by the wind and crashed his Yamaha at the very fast Signes corner after the Mistral straight. At that point on the track, the fastest bikes reach a speed of some 110 mph. Needless to say, the factory YZF was completely destroyed, with Bayle fortunate to have been only shaken up. Bayle later blamed a plastic bag that blew onto the track and caught under the front wheel.

"I didn't realize what was



(Above) Racers run to their bikes in the Le Mans-style start of the Bol d'Or endurance race at the Paul Ricard Circuit in the south of France.
(Left) Doug Polen won his second straight World Endurance title after finishing third in the Bol d'Or.

happening at first," the Frenchman said. "All I knew was that I had to stop tumbling as quickly as possible. There was a lot of rubbish out on the track. It was inevitable that someone would hit something. Unfortunately, it was me."

With that crash, only four factory bikes were left in the race. For the next two hours, things stayed pretty much the same, and when night fell over the circuit, Goddard was leading Lavieille, d'Orgeix, Jeandat (on a privateer Honda) and Bonhuil, on the second Suzuki. Bonhuil might have been in a better position but the team had had its share of bad luck, losing precious time after a rear-light failure and then an electrical problem. Rushing out of the pit lane after that second unplanned pit stop, the team was then caught speeding and had to come in on the next lap for a stop-and-go penalty and lose more precious time.

Lighting problems also caused a scare in the Kawasaki pit, when the third-placed bike entered the pit with no lights at all. Fortunately, it was apparently only a loose connection and the rider was quickly back on the track.

As the night progressed, everyone who was still racing seemed to be happy simply to still be there and appeared to have settled into their respective positions. The only victim of fate was again the second Suzuki, which lost more time due to a slow leak in one of its tires. Fortunately, this problem didn't affect the running order: Bonhuil and his teammates remained in fifth place, eight laps behind on the other Suzuki. Behind them, the private Kawasaki of Ulmann/Haquin/Maubon slowly moved up to seventh, but they weren't running anywhere near the lap times of the factory riders. Then the team fell victim to electrical problems, dropping them back to ninth.

Around the halfway stage, the pace cars came out for a fourth time, while rain also began to fall. The rain didn't disturb the running order much, though it did force the riders to slow their pace, as well as pit to change tires on occasion.

Around 8 a.m. Sunday morning, the running order up front was disturbed for the first time since the exciting first few hours. The second Kawasaki made an unplanned pit stop in order to change a punctured radiator. Just a few minutes later, however, the bike returned to the pit lane: the engine was damaged earlier because of overheating, spelling the end for Kawasaki. With that retirement, the manufacturers title was once again opened up and Honda was in with the best shot at that point in the race - but only if its teams remained where they were in the running order until the end of the race.

Going into the last quarter of the race, the picture was becoming more clear: Honda would have to try to take as many points as possible in order to take the manufacturers title, and Suzuki needed to win this race in order to make up for an otherwise disastrous season.

These incentives proved enough for the leading riders to start putting down lap times of around 2:01 - helped by the better conditions after the return of the sun over the south of France.

The only factory Honda was running second and waiting for even the slightest mistake by the leading Suzuki. The second Suzuki was running in third, a safe distance in front of the two fastest privateer teams of Jeandat/Lucchiari/Riba on a Honda and Gabrieli/Thomas/Crassous on a Yamaha.

Two hours before the end there wasn't much happing as the leaders all appeared happy simply to journey safely to the finish. Ten minutes later, though, Goddard on the number-one Suzuki rolled his non-running bike into the pits after it quit out on the track. The team feared the worst, but it turned out only to be a fuel-delivery problem. The tank was changed and the Suzuki restarted with a considerably smaller lead - just one minute, 50 seconds over the number-three Honda.

Half an hour later, a different battle started between Honda and Suzuki, this one off the track. Bernard Rigoni, manager of the official Honda Elf team, lodged a protest against the Suzuki Castrol team, because Goddard's return to the pits was assisted by course marshals, who pushed the bike - a fact that was proven by the circuit's video system. Another half-hour later, the team manager decided to withdraw his earlier protest.

But then Honda ran into trouble itself. Just 15 minutes before the checkered flag Lavieille, who had just started his and the bike's last stint, had the V-four engine of the number-three Honda explode on the Mistral straight. He managed to get back to the pits, then set off determined to cross the finish line. The oil was refilled, a new fairing was put on the bike (in order to catch the leaking oil!) and Lavieille started his final lap, riding and pushing the bike on the service roads most of the time.

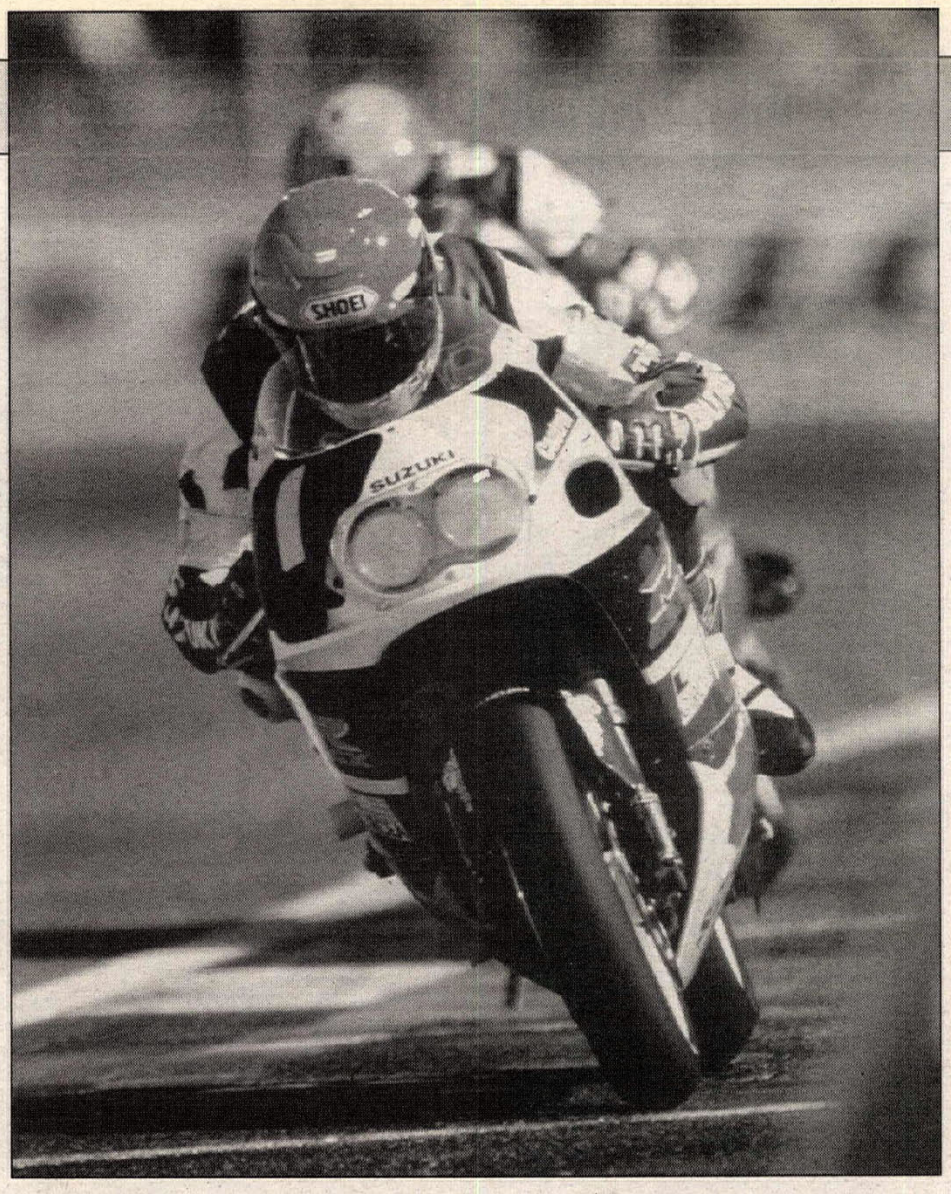
"I was going down the Mistral straight, and then lost the engine," Lavieille said. "I looked down and saw a big oil (stain), where oil was coming out and on my leg. I stopped in the pit and discussed our options with the team. I wanted to continue, but they convinced me to do just one more lap and then wait for the end. The engine was probably damaged when the chain snapped in the night."

The gamble paid off. A few laps later, the Suzuki got the checkered flag and Lavieille was credited with third after losing five laps to the second Suzuki, which as a result finished second.

Christian Bourgeois, the Kawasaki team manager, never ended up lodging a complaint against Honda for what could have been considered dangerous riding (pushing?) when Lavieille started his final lap on an oil-leaking bike. If Bourgeois had made that complaint, his team could have taken the manufacturers title.

For Goddard, the victory at the Bol was one of the best moments of his laborious 1998 season.

"It was a hard one," the Australian said. "Especially with the fuel problem at the end. The bike hesitated, then stopped halfway down the straight. It rolled to the end and I had to push it to the pits. We had to push hard all the time. I think the wind made it particularly hard. I got a plastic bag stuck over one of the inlets but luckily it blew off, and I had one near crash, after the wheel locked up going into the slow chicane.



(Left) The Suzuki team of Peter Goddard, Terry Rymer and Brian Morrison. The trio completed 666 laps in the 24-hour race.
(Below) The top three teams celebrate - two of the top three rode Suzukis, while third place went to Polen's Honda squad.

Things are not made any easier with the slower riders, who were also pushed around by the wind, which made their racing lines pretty unpredictable."

For Polen, the last quarter of an hour was particularly intense.

"The bike had to go out of the pits," he explained. "If it had stayed in the pits until the end of the race, it would not have been qualified - officially it would have been retired. But it came good at the end. This season has been fun for me. There is way more to it than World Superbike racing, because this is superbike racing for 24 hours in a row. Endurance pace does not exist anymore - and the distance we cover on this track in kilometers is more than a whole season of World Superbike racing. I did have some problems with the wind, especially in turn one, where I went all the way across the track. Mother nature was in control at that point, I just had to wait and see. And then she took over again in the famous 'Pif-Paf.' But we stayed on our wheels and that's what counts." CN

Bol d'Or
Le Castellet, France
Results: September 13-14, 1998 (Round 4 of 4)

O/A: 1. Goddard/Rymer/Morrison (Suz); 2. Bonhuil/Mahe/Vandenbossche (Suz); 3. Lavieille/Polen/Costes (Hon); 4. Jeandat/Lucchiari/Riba (Hon); 5. Gabrieli/Thomas/Crassous (Yam); 6. L'Herbette/Leblanc/Buffard (Kaw); 7. Sampson/Nowland/Rees (Suz); 8. Ulmann/Haquin/Maubon (Kaw); 9. Ciciliani/Legaudu/Holon (Kaw); 10. Lentaigne/Girardot/Laurent (Hon); 11. Resmond/Martin/Perez (Suz); 12. Charles-Artigues/Loustalet/Robert (Kaw); 13. Treffort/Bondu/Parrage (Hon); 14. Destoop/Guerin/Leglatin (Hon); 15. Guittet/Venturini/Donzel (Kaw).
Time: 24 hr., 33.583 sec.
Distance: 666 laps, 2457 miles
Average speed: 100.266 mph
Margin of victory: 3 laps
WORLD ENDURANCE CHAMPIONSHIP POINT STANDINGS (After 4 of 4 rounds): 1. Christian Lavieille/Doug Polen (108/1 win); 3. Bertand Sebileau (90/1); 4. William Costes (82/1); 5. Jehan d'Orgeix (80); 6. Terry Rymer/Brian Morrison (66/1); 8. Arnauld Van Den Bossche (62); 9. Jean Jeandat (58); 10. Mauro Lucchiari (52); 11. Peter Goddard (50/1); 12. Igor Jerman/Thierry Paillot (50/1); 14. Felisberto Teixeira/Michel Graziano/Pereira Telmo (50); 17. Brett Sampson/Tony Rees/N. Nowland (44); 20. Bruno Bonhuil/Eric Mahe (40).

Round 10: Burr Oaks

Smith wraps it up

MILLFIELD, OH., SEPT. 14

Team Suzuki Off-Road's Rodney Smith capped a near-perfect GNCC season with a near-perfect ride in conditions far less than perfect at the Burr Oaks national. With 10 rounds run, the ever-consistent veteran has finished on the podium in all 10 with a dominating five overall wins. The ever-growing significance of the GNCC series attracts the cream of the off-road talent in this country as well as select competitors from overseas. As a result, competition has been fierce. Nevertheless, the toll, the pace and length of each race - and the entire series - has virtually guaranteed that no one rider dominates the series. Until now, that is. Smith's combination of national- and world-class motocross talent and the trail savvy acquired winning nine national off-road titles allowed him to sew up his first GNCC championship with a full three rounds remaining in the series.

If Smith had missed the win today, his Team Suzuki Off-Road teammate Steve Hatch, Honda's current champ Scott Summers and Team Green/Andrews Kawasaki rider Fred Andrews still would have had a mathematical long shot at the title. Each would have needed to win all the remaining races to guarantee the championship. All three riders gave it their best shot. Near-drought conditions had rendered the notoriously tight course more Baja than Back East. All of the 12-miles of trail were dusty, but the half of the course shared with Saturday's ATV race billowed with silt that made for impenetrable walls of white dust.

The dust was much on the mind of the riders at the start. The sudden Suzuki riders have gotten the holeshot in nearly every race so far this year, and Hatch and Smith picked the safe inside while Summers gambled on a last-minute move to the far outside. Hatch pulled his patented holeshot with Smith and Andrews right behind. Summers' outside line appeared a wise gamble as he swept around the outside, but while near the lead riders he hit a mound of dirt at the outside of the track and crashed hard. Yamaha's Doug Blackwell was forced to use the downed XR and Summers' back as a small patch of dust-free traction. Summers restarted dead last and completed the first lap in 15th place. Hatch's lead didn't last much longer, since he overjumped an obstacle on the third straight and Smith sneaked underneath.

With that move, the top five riders were set for the first three laps. Virtually no one could pass in the early dust. They had to wait for major mistakes or serious bad luck to strike the competition. Gremlins attacked Andrews first. While threading through a bottleneck on a dusty hill, a lapped rider fell over on him.

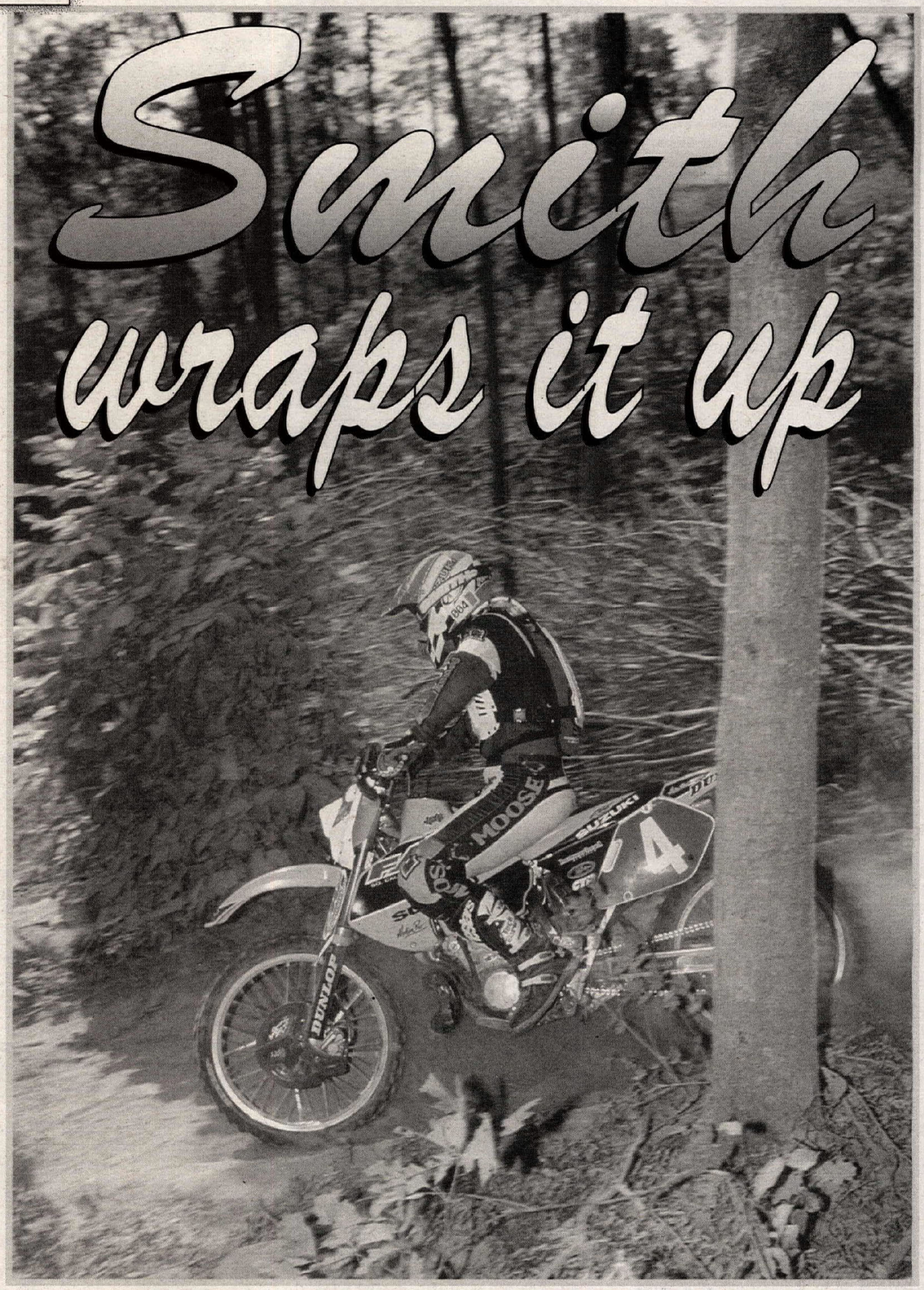
"I saw gas leaking, and I just figured I'd change the fuel line in the pits," Andrews said after the race. "But the carburetor fell out of the manifold as I landed from the tabletop on the MX track. The guy's handlebar must have knocked the clamp loose. A spectator had a screwdriver, so I just fixed it on the motocross track. I dropped back to seventh (after losing roughly five minutes at the side of the track), but I worked too hard to stay in third, so I cranked to make up time."

Andrews' misfortune landed all three members of Team Suzuki in the top three as Englishman Paul Edmondson was bumped up to third - roughly four minutes behind his teammates - after running fifth for three laps. Early fourth-placer Blackwell faded back to eighth, but Andrews was obviously on a mission. His charge coincided with bad luck striking other riders. Mike Lafferty never saw Andrews coming. The KX rider hunted him down on the motocross section, leaped a giant tabletop just behind him, then jumped again to land right beside the KTM rider in the next turn. Andrews, on the inside, controlled the line and took off in search of other prey. He ran down both Randy Hawkins and Barry Hawks on the same lap, but his trip into the top three (from seventh) came at Hatch's misfortune.

Staying within striking distance of Smith kept Hatch and his RM250 unfortunately clouded in dust. Once the air filter cried uncle, the engine wasn't far behind. With under two laps to go, Hatch had to start pushing the bike up hills. The RM gave up before the super-fit rider.

"I was ready to push it up all the hills," Hatch quipped good-naturedly afterward. "But it just wouldn't run anymore."

After inspecting the air boot back in the pits, his mechanic Shane Nalley claimed he'd be able to plant corn on the piston.



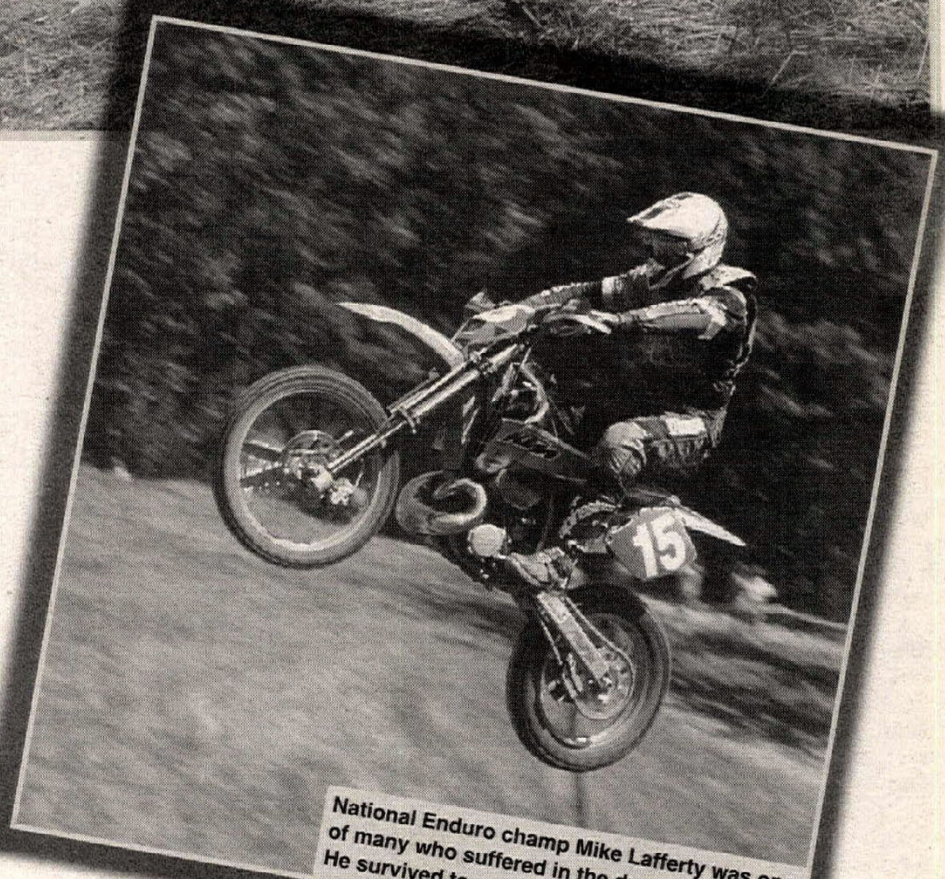
Rodney Smith clinched the Grand National Cross Country Series title with his fifth win of the season at the Burr Oaks GNCC.

Smith was still stretching his lead with lap times faster than any other rider on the first five laps, despite the fact that he was in the dust as bad as any other rider at that point. Andrews was still charging, but Summers was making one of his famous come-from-behind rides. Despite leaving on the last lap with a nearly destroyed rear wheel

Scott Summers took the checkered flag some 30 seconds behind Andrews for third.

Taking fourth overall was Paul Edmondson.

Fred Andrews charged to a second-place finish.



National Enduro champ Mike Lafferty was one of many who suffered in the dusty conditions. He survived to round out the top five overall.

that was wobbling and gap-toothed with missing spokes, Summers passed both Hawks and Hawkins. Both riders said later they had no energy left, and that with Hawks claiming to have consumed the contents of three SRC Vital drink-system bladders (three liters each).

Edmondson had inherited second, but it was not to be.

"I took it easy the fifth lap, then charged on the sixth because I knew that guys would be coming," Edmondson said from the pits. "But the charge was too much for the rear brake. It went away at the three-mile mark and never came back."

Andrews completed his drive to second and finished roughly six minutes behind the speedy Smith. Summers also worked by Edmondson and finished a mere half a minute behind Andrews.

"I heard him coming," Andrews said. "But I said 'No way!' I've lost to him on the last lap too many times."

Edmondson did hold on for fourth, and a dust-affected Lafferty took fifth but lay in the shade for nearly an hour recovering from dust in his lungs and throat. Hawk, another dust-crippled survivor, claimed sixth.

Yamaha-mounted local Robbie Jenks was the speediest of the non-Pro riders with an excellent ninth overall. Vet A winner Gene O'Nail was close at 11th overall and nine minutes ahead of classmate Tim Shephard. After nearly three and a half hours of racing, Shephard took second from foe Keith Rodgers by a heartbreaking two seconds! Jeff Fredette KDX200ed his way to the top of the Senior A class in 23rd overall, just 13 seconds ahead of winning 250cc B rider Andy Shea. Husaberg-mounted Michael Grizzle won the Open A class, but would have won the Four-Stroke A class, too, since perennial Four-Stroke A winner Harvey Whitaker finished right behind him in 26th overall.

This was the first GNCC Racer Productions has run since the passing of founder Dave Coombs, and he was very much on the mind of the racers. New champion Smith thanked Suzuki for giving him a good motorcycle, and he thanked his mechanic, Mark Hyde, and his girlfriend, Lori Hamilton, for their help. He then dedicated his win and the championship to Dave Coombs, and stated that none of the pro riders present would have jobs without Coombs. Smith echoed the feelings of all the riders: "Dave was a heck of a man." CN

Burr Oaks GNCC
Millfield, Ohio
Results: September 13, 1998 (Round 10 of 13)

PRO: 1. Rodney Smith (Suz); 2. Fred Andrews (Kaw); 3. Scott Summers (Hon); 4. Paul Edmondson (Suz); 5. Michael Lafferty (KTM); 6. Barry Hawk (Yam); 7. Randy Hawkins (Yam); 8. Doug Blackwell (Yam); 9. Jim Jarrett (Kaw); 10. Jason Dahners (Hbg).

250 A: 1. Robbie Jenks (Yam); 2. Chuck Woodford (Kaw); 3. Aaron Kopp (Opt); 4. Ryan Rodgers (Kaw); 5. Jonathan Wendell (Suz).

OPEN A: 1. Michael Grizzle (Hbg); 2. Leonard Mesina (KTM); 3. Benjamin Smith (Hon);4. Tim Prechtl (KTM); 5. Steve Bower (KTM).

200 A: 1. John Bennett (Yam); 2. Steven Graves (Suz); 3. Mark Sherwood (KTM); 4. Sid Loveday (Yam); 5. Jeff Koviak (KTM).

4-STRK A: 1. Harvey Whitaker (Kaw); 2. Don Bohn (KTM); 3. Darius Lattea (Yam); 4. Kelvin Hull (Kaw); 5. John Grimm (Hon).

VET A: 1. Gene O'Nail (Kaw); 2. Tim Shephard (Yam); 3. Keith Rodgers (Kaw); 4. Robert Kirchner (Suz); 5. Troy Schlereth (Hon).

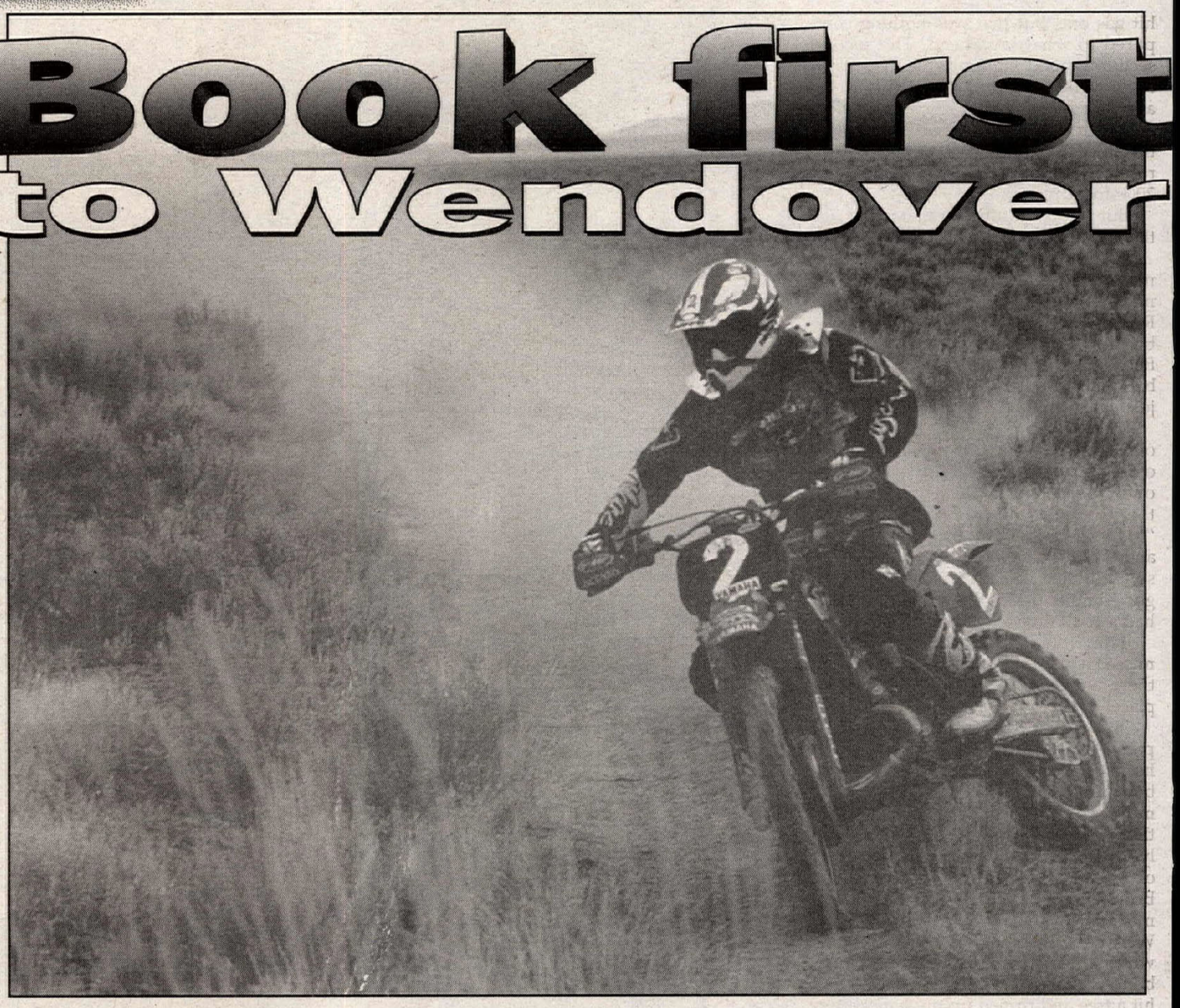
SR A: 1. Jeff Fredette (Kaw); 2. Richard Kresic (Suz); 3. Mike McCarren (Yam); 4. Mark Smith (KTM); 5. Steve Hashman (Suz).

GRAND NATIONAL CROSS COUNTRY SERIES POINT STANDINGS (After 10 of 13 rounds): 1. Rodney Smith (175/5 wins); 2. Scott Summers (148/2); 3. Fred Andrews (148/2); 4. Steve Hatch (145/1); 5. Barry Hawk (107); 6. Jim Jarrett (104); 7. Randy Hawkins (104); 8. Robbie Jenks (87); 9. Paul Edmondson (84); 10. Joshua McLevy (69); 11. Scott McLaughlin (64); 12. Gene Onail (63); 13. Steve McSwain (63); 14. Brian Keegan (61); 15. Chuck Woodford (57); 16. Michael Lafferty (57); 17. Doug Blackwell (46); 18. Jason Dahners (41); 19. Luca Trussardi (38); 20. Ron Burnfield (35).

Upcoming Rounds:
Round 11 - Mount Morris, Pennsylvania, September 27
Round 12 - Lisbon, Ohio, October 11

Book first to Wendover

By Anne and Tom Van Beveren
Photos by Tom Van Beveren



WENDOVER, NV, SEPT. 14

With three different winners in the first four rounds and the National title still up for grabs, it's only natural that there would be a lot of dreamers on the starting line when round five of this year's AMA National Hare & Hound Championship Series kicked off in Wells, Nevada. But how often do you catch *every* racer in the field with his head in the clouds?

It happened high in the mountains somewhere near the halfway point of the 100-mile dash from Wells to Wendover, the well-known Bonneville Salt Flat town that lies right on the Nevada/Utah border 120 miles west of Salt Lake City. On its way from the start at 5600 feet above sea level to the finish line at 4500 feet, the course ran up and over two impressive mountain ranges. Stormy weather and elevations that topped 9500 feet did the rest.

"I got lost in the fog out there on top of the mountains," said Yamaha-mounted Donnie Book, who was leading the pack when the clouds closed in. "I couldn't find the markings in the fog and people started to catch up to me. Russell Pearson and I were out there together and, man, we just motoed. We did some really crazy stuff trying to find out where we had to go."

Book regained the lead as the duo dashed out of the whiteout and he was still in front when the checkered flag dropped at the end of almost three hours of racing.

"It was always my goal to win a National hare and hound on a 250, and today I did it," said the YZ250-mounted racer, who is now fourth on overall points going into the final two rounds of the best-five-out-of-seven series. The lead is still in the hands of Ty Davis, who has won two of the series' events, with Arizona's Destry Abbott in second, and Kawasaki KX500 racer Dave Ondas in third.

The weather wasn't the only thing that was unsettled when the 100-plus racers lined up on the outskirts of Wells for the start of the point-to-point course laid out by Ron Dillon's USA Promotions. Round six of the competition, scheduled for Yerington, Nevada, just two weeks later, had been canceled and rumors - later confirmed by the AMA - were circulating about a replacement race in Murphy, Idaho, on September 26.

Pitch-black clouds had the racers checking the skies as they waited for the start, but there was no time for distractions when the banner finally dropped at 10.30 a.m. The uneven bomb run, littered with sagebrush and rocks, called for a slow-but-steady approach, but the hard-charging competition did not, and it was full speed ahead in the opening dash.

"The start went really good," said Nick Pearson, who was racing a new KTM 380 MXC. "Me and Ty Davis came into the bomb run side by side. I got him through the sagebrush and had the holeshot, and I led it for the first 10 or 15 miles."

The opening miles turned into a three-way battle as Davis and the hard-charging Donnie Book, who had swept past the bomb in third, struggled to make up time on Pearson. Further back in the pack, there were struggles of a different sort.

"I wadded up really bad on the start - just crashed really hard - and I ended up just crashing and crashing the whole first loop," said KX500-mounted Abbott, who was looking for a good finish to close up the series points gap on Davis. "I actually thought about calling it quits because things were going so badly."

Ondas also got off to a disappointing start.

"It wasn't too good and I was probably about 30th at the bomb," said the Kawasaki Team Green racer. "I kind of got a little timid off the sagebrush and stuff, but once I started going, I started catching people and being consistent."

And then there was Brian Brown, whose promising opening run was shut down almost before it began.

"Off the start, I was doing good until we had to go in between the banners," the Idaho racer explained. "I jumped and one of the Pearsons cut in front of me when I was in the air. After that I landed and went off to the left and ended up getting stuck. I had to flip the bike back around, and then I got stuck again and everybody was gone. I was the last one off by the time I got going."

But even a good start is no guarantee of victory, as Davis discovered about eight miles into the race.

"The three of us were really close - me, Davis and Book," Nick Pearson said. "Book went by me, then he blew the corner and I got back by, then Davis got by Book and he was right behind me. We were battling for a while, then Davis went by me and all of a sudden he just pulled over. He was off to the side of the course and I presume that he broke down."

Davis was forced to retire, reportedly with clutch problems, and his hopes of a good-enough finish to wrap up the overall series victory were back on hold. With two wins and two second-place finishes toward this year's five-race points total, Davis will still be tough to beat, but he will have to finish at least one of the two remaining events if he wants to enjoy the National title for the second year in a row.

With Davis out of the running, Book decided to get serious about the win.

"When I saw Davis sitting on the side of the road, I kind of changed my game plan and put my head down and the hammer down, and I pulled out a pretty decent lead," said Book, who was just in front of Nick Pearson when he reached the first pit, 35 miles from the start. Russell Pearson was pushing hard in third, Honda-mounted Ed McCoy was leading the Vet-class racers in fourth overall, and Oakley Lehman and Greg Zitterkopf were not far behind.

The racers had already survived miles of trees, three tricky downhills and a few wide-open sprints when they

(Above) Donnie Book captured his first National hare-and-hound win at the Wells-to-Wendover race. (Left) Russ Pearson took runner-up honors.

hit gas one, but that was nothing compared to what lay ahead. The second section headed high into the mountains on gravelly horse trails, past the wreckage of a plane that crashed years ago, and then disappeared over the edge of the "She's a Screamer" downhill, which race officials described as a fast-paced 2000-foot drop.

But it was the altitude that really had them spinning.

"When we got up on top of the mountains, it was real foggy, and that made it hard to find the course," said Russ Pearson, who had passed his brother Nick and was snapping at Book's heels. "Me and Book were going back and forth trying to find the course, just hairballing it."

"I was feeling pretty good heading out into the second loop, but I bounced off a couple of trees and went down once," said Nick Pearson, who wiped the rear fender off his bike in the crash. "My rear brake locked going up a hill and I didn't have the right tools to fix it, so I bummed some tools, got that fixed, got going and just kind of cruised and had a good time after that."

The delay meant Nick Pearson missed a lot of the cloudy confusion, but there were plenty of racers to take his place.

"I stopped to give Nick my fanny-pack because he needed some tools, and he told me I was in third, so I took off, but then I got lost real bad," said TM-mounted Zitterkopf, who had started in the top 10 and worked his way gradually forward. "There were a whole bunch of us that got lost in the fog. Brian Brown passed me, Dave Ondas passed me, and I think Eddie McCoy did, too. We were all looking for the course, and when I found the trail again like everybody else, it was a big, mad dash, and I hit a tree and ripped up my hand pretty good."

And the mad dash still wasn't over.

"We found the course, and then we went off the downhill, which I heard was like 3500 feet. Book and I were side by side, and I was really scared because we were basically just hauling down this thing," said Russ Pearson.

"It was like fifth gear and we looked over at each other, and I saw him gas it, so I gassed it, and he saw me, so he gassed it. It was wild," said Book with a laugh.

Book was ahead at the bottom of the hill, but Pearson refused to back off.

"I saw a corner coming up, so I darted off this hill and tried to cut the corner just a little bit short," said Pearson. "I swung right in front of him; next thing I know - *bam*, both our bikes are taken out. His bike's on top of mine, so when he finally gets up, he ends up in first. He pulls a wheelie and tips it over, and I get by him. We were so close."

Book and Pearson locked handlebars all the way to the second gas and were just seconds apart as they raced into the final 37-mile section - and some of the worst weather in their racing careers. The thick black clouds that had threatened rain all morning delivered on their promise, treating the racers to sheets of water, pounding pea-sized hail, booming thunder and spectacular lightning.

"The rain and the hail didn't last for long but they sure screwed up your goggles," said Nevada racer Dave Hamel. "I had to take my goggles off. Then Abbott got by me and I hit something in his dust and went down pretty good. By the time I picked myself up again, I was back in seventh."

As the 100-mile course drew to a close, the pace at the front of the pack finally started to slow. Pearson tucked in behind Book and the pair approached the finish line behind Wendover's Red Garter Casino in a fairly orderly manner. Book crossed the line after almost three hours of racing to take the win by less than a minute.

"It was a good race and the course was really good, too," said Book. "After last year's event that the same promoter put on, I kind of had my doubts, and I was a little bit worried, but it was 100-percent better this time. The only problem I had with the markings was up in the fog, and there's nothing he can do about that.

"I had a great day," continued the Colorado-based racer, whose finish bumped him up from 10th overall in the championship points race to fourth. "The course was so much fun, my Yamaha YZ250 worked perfect, and I'm happy to be here first. This is great."

KTM-backed Russ Pearson also gave the course a solid thumbs-up.

"I thought it was a trick course," he said. "The marking was good and the trees were really neat. We had a good race - we were so close all the way, but in the last loop I just hung back right behind him into the finish."

Abbott recovered from his early problems and finished the point-to-point in third overall, taking the Open-class win on his KX500.

"First Open - I'm happy with that," he said, shaking his head. "The whole first loop, I just crashed. At one point I thought I broke my leg I hit something so hard, and I stopped and let Dave Hamel and Dave Ondas go by because I was hurting. I actually thought I was going to go into the pit and quit because I just couldn't get anything going, but towards the end I just put it in survival mode and started picking up the pace a little. I'm just glad it's over with."

Ondas also had a lot of ground to make up on his way to fourth overall after a shaky start left him way off the pace in about 30th.

"Once I started going, I started catching people and being consistent," said Ondas. "It was a good course all in all, but it wasn't marked that well, I didn't think. You had to keep watching from corner to corner, but I had a good time."

Nick Pearson repaired his KTM 380 and made up enough time to capture fifth overall and second in the Open Expert division.

"After my wreck, I had to bum some tools to fix the bike, and I just kind of cruised and had a good time after that," said Pearson. "The course was awesome and it was marked real well. I thought Ron Dillon did a good job of that, and the rain and hail didn't last for long. It was a good race."

Greg Zitterkopf brought his TM home in sixth overall at the head of the Over 30 Experts.

"I got up as high as third overall but my bike was just a little bit lean and my hand was starting to hurt quite a bit, so I let Ondas and one other guy by in the last five miles," said Zitterkopf. "I should've probably pinned it and got a little bit better overall, but I won my class and my TM worked excellent, so I'm happy."

(Above) Nick Pearson leads the start of the 100-mile National. (Right) Ed McCoy took second in the Vet class behind Greg Zitterkopf.

Dave Hamel, who admitted to being more than a little tired when the race was over, followed Zitterkopf home.

"My little girl - Kylee Morgan - is three weeks old, so I've been a little low on sleep in the last three weeks," said Hamel, "but I thought the course was a lot of fun - really tight, really technical. Then, at the same time, there was some really fast, really dangerous stuff. The markings were better than last year but they still need to improve."

Ed McCoy, who had been as high as fourth overall in the early running and who took second overall in the Vet division, followed Hamel home, and Dan Richardson took third Vet hard on McCoy's heels in ninth.

"I was in with a bunch of guys, and we just kept passing each other back and forth all day long," said Richardson. "I was going just slow enough that I never missed a corner and always knew where I was going. Right out of check two, it was raining real hard and it kind of messed up the goggles a little bit, but other than that it was fine. I just had it on cruise control all day and I loved the elevations."

Tenth overall went to KTM 380-mounted Vince Lucero, who used the confusion in the cloud to his advantage to move up from about 20th at the start. Brian Brown crossed the line in 11th, just ahead of top four-stroke finisher Taber Murphy in 12th, and YZ125 racer Shane Esposito sewed up the 125cc National title when he overalled his division in 13th overall.

"I got off to a good start and passed a few guys, but then we'd hit a lot of fire roads and they'd all get me back. Then we'd get back in the mountains and I'd get them again. It was like that all day," said Esposito. "It was a real neat course, with a little bit of everything. You had tight stuff, then you had stuff that was real fast; it was all-around for everyone and it evened things out."

Four-stroke pilot Aron Huntington, KX500-mounted Mark Lundgreen, Steve Hengeveld, Curtis Dice, Tim Staab, Mike Boyert and Ed Sorenson rounded out the top 20. CN

Wells-to-Wendover
Wells, Nevada
September 13, 1998 (Round 5 of 7)

O/A: 1. Donnie Book (Yam); 2. Russ Pearson (KTM); 3. Destry Abbott (Kaw); 4. Dave Ondas (Kaw); 5. Nick Pearson (KTM); 6. Greg Zitterkopf (TM); 7. Dave Hamel (Kaw); 8. Ed McCoy (Hon); 9. Dan Richardson (Kaw); 10. Vince Lucero (KTM); 11. Brian Brown (Kaw); 12. Taber Murphy; 13. Shane Esposito (Yam); 14. Aron Huntington; 15. Mark Lundgreen (Kaw); 16. Steve Hengeveld; 17. Curtis Dice; 18. Tim Staab; 19. Mike Boyert; 20. Ed Sorenson; 21. Russ Webster; 22. Jeff Lundgreen; 23. Robert Phillips; 24. Kevin Brown; 25. Dana Van Stee.

OPEN EX: 1. Destry Abbott (Kaw); 2. Dave Ondas (Kaw); 3. Nick Pearson (KTM).

250 EX: 1. Donnie Book (Yam); 2. Russ Pearson (KTM); 3. Steve Hengeveld (Kaw).

VET EX: 1. Greg Zitterkopf (TM); 2. Ed McCoy (Hon); 3. Dan Richardon (Kaw).

125 EX: 1. Shane Esposito (Yam); 2. Dana Van Stee (Kaw); 3. Erik Griffith.

35+ EX: 1. Bill Delcarillo; 2. Kevin Bogue.

40+ EX: 1. Darol Brown; 2. Steve Pitts; 3. Nick Collin.

50+ EX: 1. Bill Maxim.

4-STRK EX: 1. Taber Murphy; 2. Aron Huntington; 3. Curtis Dice.

AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES (After 5 of 7 rounds): 1. Ty Davis (110/2 wins); 2. Destry Abbott (90/1); 3. Dave Ondas (68); 4. Donnie Book (66/1); 5. Paul Krause (59); 6. Brian Brown (58/1); 7. Steve Hengeveld (53); 8. Dan Richardson (53); 9. Doug Chiapuzio (42); 10. (TIE) David Hamel/Nick Pearson/Russell Pearson (41).

Upcoming Rounds:
Round 6 - Murphy, Idaho, September 26
Round 7 - Lucerne Valley, California, October 25

Round 6: Atco Raceway

Gast is fast

By Matt Polito

ATCO, NJ, SEPT. 11-13

Veteran Pro Stock rider Paul Gast proved old age and treachery beat youth and enthusiasm as he turned back some of the hottest young stars in Pro Stock motorcycle racing to take his fourth win of the season at the AMA/Prostar U.S. Motorcycle Nationals at Atco Raceway.

The U.S. Motorcycle Nationals is the longest-running and one of the most prestigious meets in motorcycle drag racing. For 34 years the event has been held at Atco Raceway in southwest New Jersey. The facility is showing its age, however, as dips and rolls in the racing surface made the U.S. Nationals a true rider's race. As one Atco local put it, "Atco is a tricky bitch."

But nobody knows it as good as Gast.

"I've raced there since the early '60s," said Gast. "I know this track like it's my driveway."

Gast placed third in qualifying for the event with his 7.38-second elapsed time falling behind number-one qualifier Antron Brown, who turned in a stout 7.33 on Troy Vincent's Team 23 Suzuki, and Shawn Gann, who hit a 7.37 on the Gann Custom Speed Suzuki.

Following Gast in qualifying was NHRA champion Matt Hines with a 7.44 on the Vance & Hines/Eagle 1 Suzuki. Hines was using the event to test for the NHRA Keystone Nationals the following weekend and used an NHRA-legal two-valve motor as opposed to the 1500cc-plus four-valves allowed in Prostar competition.

Gast and Hines met in the final, where Hines got a near-perfect .403-reaction-time holeshot. Gast, who ran the most consistent laps in eliminations, pulled away from Hines and took the win at 7.38/180 mph to 7.44/180.

"Beating Matt and Byron is quite an accomplishment," Gast said. "I don't care what you say, that bike has the potential to run 7.20s and those guys were there to win."

Tony Sabino padded his points lead in the Fast by Gast Pro Modified series at Atco with his third straight win. The number-two man in the points, Rick Bunting, suffered a devastating blow when his Fast by Gast Suzuki burned to the ground following a nitrous system malfunction during Atco's Friday night "test and tune" session.

Sabino stole the pole on his Franco's Performance Suzuki with a last session 6.91/195 to turn back the earlier 6.92/191 by rookie sensation Dave Lombardi. Sabino and Lombardi eventually met in the final where both had problems getting down the track. Lombardi, who destroyed an engine in the second round, fell off to a 7.28 as Sabino took the win with a 7.10 effort.

The Orient Express Funnybike field ran off-pace performances as the high-horsepower bikes had a tough time negotiating the Atco race track. Rich DeClerk held the number-one spot at 7.23 seconds on his nitro-injected Harley Davidson - over half a second behind the national record of 6.70 seconds.

Kawasaki rider Steve Rice stepped up the pace in eliminations, hitting a 7.16 time on his turbo-alcohol ZX-11 in the semifinals to garner lane choice in the final over DeClerk. In the money round, Rice put down the best performance of the weekend with a 7.11 at 201 mph but gave up the win light. DeClerk got the holeshot and used a 7.17/187 to fend off the charging Kawasaki and score his first AMA/Prostar win.

While Muzzy Kawasaki factory rider Rickey Gadson has owned the 750cc Pro Superbike class on his ZX-7R this season, he can feel the competition sneaking up on him. After two rounds of qualifying at Atco, Rob McCraw, who replaced the injured Ben Koch on Koch's ZX-7R, held the number-one qualifying position at 9.52 seconds.

Gadson and crew chief Dave Messimer regrouped and used the final two sessions to reset their own record to 9.32 seconds and grab the number-one spot for the sixth straight time. In the final, Gadson met David Mayo, the only rider to beat Gadson this season. Mayo, who ran a personal-best 9.47 on his Rockdale Cycles ZX-7R in qualifying, fell off to a 10.43 as Gadson turned in a 9.36 to take his fifth win of the season.

Keith Dennis moved a step closer to his goal of a number-one plate in Kerker 600cc SuperSport action, taking his fifth win in six final-round appearances. Dennis held his lock on pole positions this season with a 10.31/131 to qualify the F&S ZX-6R number one at Atco.

Dennis was unmatched in eliminations and was the only rider to run in the 10.30s. He took on Michael Phillips in the final where Phillips drew a red-light foul, handing Dennis the victory. With only two races remaining in the season, Dennis has a virtual lock on the championship.

Bill Sauer claimed his first victory since 1993, when he took out Roman Cosner in the final of the RC Components Super Gas series. Sauer, the 1991 Super Mod champion, retired following the '93 season due to back problems but ended his four-year hiatus this season on a C&B Performance Kawasaki. His brother Bruce, the owner of C&B, has three Super Gas wins this season and currently leads the points.

In other sportsman action, Juan Cintron scored his second APE Super Comp series win in a row, qualifying number one and getting by Paul Cooksey in the final. Mike Konopacki took his first Star Performance Parts win of the season, handing Atlanta winner Scott Wall his second straight final-round loss.

John Sharp took top honors in the Pingel Pro ET series with a final-round victory over Serge Jette. James Culbreath took home the trophy in Street ET, advancing past the 102 entered bikes to take out Jeff Bowman in the final. CN

Paul Gast proved that Prostar is his territory as the veteran turned back NHRA superstar Matt Hines in the final at Atco.

Atco Raceway
Atco, New Jersey
Results: September 11-13, 1998 (Round 6 of 8)

PRO STOCK FINAL: 1. Paul Gast (Suz) 7.38/180; 2. Matt Hines (Suz) 7.44/180.

Upcoming Rounds:
Round 7 - Houston, Texas, October 10-11
Round 8 - Gainesville, Florida, November 20-22

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BY BRENT MADARASZ

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Feature Articles By:
Eric Johnson, Tom Webb
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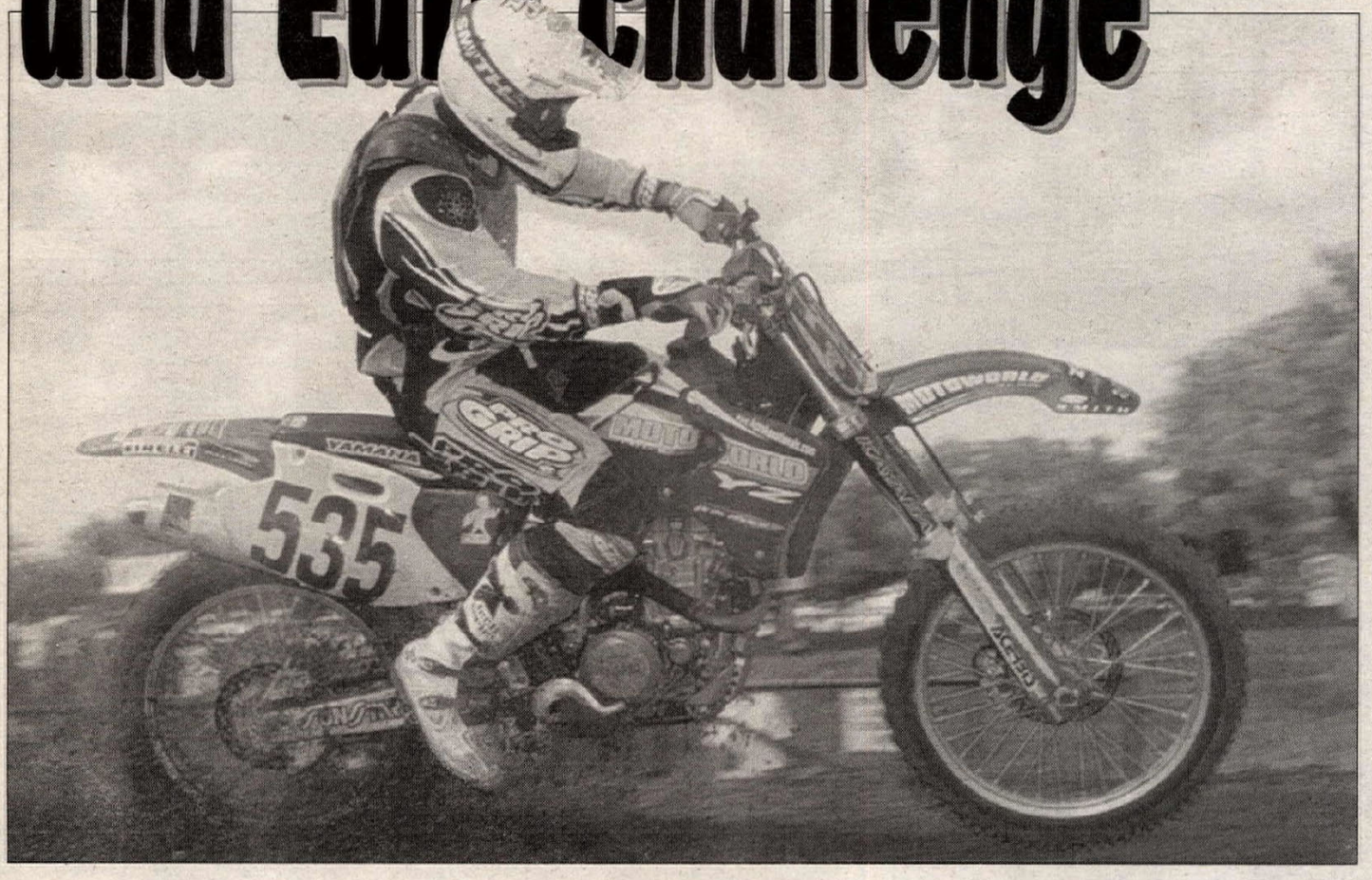
Final round: Lake Whitney MX Park

Nelson beats the heat - and Euro challenge



(Above) Dustin Nelson picked up his second overall win in the series with a 2-1 in Texas. It also marked his first moto win and locked up third in series points. "I definitely wasn't the fastest guy out there, but it ended up working out for me," he admitted.
(Left) The only Texan contesting the entire series, Todd Downs put in his best performance of the series in front of friends and family, going 3-3 for second overall. Buoyed by that, he's now planning on heading to the AMA Eastern Four-Stroke National Series.

By Mark Kariya

WHITNEY, TX, SEPT. 6

For only the second time in the AMA Western National Four-Stroke MX Series, a Yamaha racer stood atop the podium. Not only that, YZ400F-mounted riders took the first four spots overall with Motoworld of El Cajon (California)-backed Dustin Nelson notching his second series overall win (and first victory in a moto) via a 2-1 day.

With their '99-series plates already secured, new three-time series champ Lance Smail and runner-up Greg Schnell passed on the final round of the four-stroke series in favor of the AMA/Mazda Truck National finale in Pennsylvania.

However, that didn't throw the thumper final wide open, because new and heavy-duty talent participated at the wonderful-but-hot Lake Whitney MX Park facility. In addition to some quick locals, GP heavyweights Daryll King and Jack Martens showed up to maintain sharpness as the MX des Nations approaches at the end of the month.

To no one's surprise, King and Martens dashed to the front off the start in moto one on their big-bore '99 Husqvarnas, with Texas vet rider Dean Lane tagging along thanks to a great start on his Cycle Town Husaberg FC600. The Racer's Edge Yamaha rider Scott Myers ended up on the ground in turn one after inadvertently tangling with Nelson, the second moto in a row he'd crashed in turn one.

It appeared that the New Zealander on his semi-works TC630 and the Belgian on a mostly stock TC610 were simply play-riding while the American contingent went wild behind them. Nelson was determined to catch the GP riders, however, and shadowed Martens after a few laps.

King discovered his bike coped with the Texas heat worse than he did.

"The start was perfect," King said. "I was just cruising around riding at a good fun speed. Then the bike started running a little bit rough, missing. It was only on one part of the track. I thought the spark-plug cap was jumping off and on."

It got worse and worse before he also picked up a flat rear tire. That did it, and

Briefly...

In addition to **Lance Smail** and **Greg Schnell**, two other series regulars didn't show at Whitney, though injuries were the reason. **Robert Naughton** remained at home in Arizona recuperating from a torn leg muscle suffered in a practice crash at the previous race, while **Jimmy LaMastus** reportedly stayed in Idaho with a broken ankle.

Texan Dean Lane on riding with **Daryll King** and **Jacky Martens**: "They didn't seem to be lightning fast; they just never made a mistake - that's the part that was so incredible, just very smooth. I got to stay with them a couple laps. I'd make a little bobble here or a little mistake there, and they would gain a bike length. Then I'd catch back up, I'd make another bobble, and they'd gain a bike length, then they'd gain two bike lengths, then they were gone."

King's bike wasn't the full-on factory TC630 he used in this year's GPs. Husqvarna asked Cycle Town of Lancaster, Texas, to help out so the crew there uncrated a pair of **'99 TC610s**. King used his works engine, titanium exhaust, carbon-fiber rear fender and sidepanels, and factory suspension. Martens kept his bike close to stock, except for his own Sachs shock, titanium exhaust and a '99 Husky 610 high-compression piston kit.

Though he's a Texan, Corpus Christi's **Todd Downs** didn't consider Whitney familiar territory: "I've raced here about four times. It's not really a home track for me. We're about eight hours from here, six or eight hours. So it's not really a home track, but I've been here a handful of times. It's a real fast track; it's not hard to get the rhythm down on it. It's pretty much all wide-open, but I do favor longer and rougher tracks. That seems to be more what I do well on."

How hot was it? According to several sources, the temperature peaked at 106 degrees - in the shade. Later in the afternoon, direct sun on one thermometer pushed the needle well past the 120-degree maximum.

he pulled into the pits for several laps to effect repairs. That let teammate/manager Martens have the lead, but Nelson passed him before long.

"Once I led them for a while, when Jacky Martens passed me back, I realized that about all the lines that I was catching him with, he had moved into when he was behind me," Nelson said. "He definitely studied my lines and used them. He knows what's going on, that's for sure."

All he could do was hold on as the more experienced Martens moved back in front for good. Nelson held on for second while Corpus Christi Motorsports-backed Todd Downs, the only Texan contesting the entire series, finished third. Powerhouse Yamaha racer Nathan Woods claimed fourth ahead of Myers, who put on the ride of the moto in charging up to fifth.

Moto two saw King fly immediately to the fore once again. This time, he seemed more serious about it, and it showed as he steadily forged a growing lead. Martens rode a bit more subdued; indeed, after a few laps he stopped to get a drink of water, and he lasted a few more laps before the heat beat him.

"We came from - what was it in Belgium, 15 degrees (Celsius - 59 degrees Fahrenheit)? - where here it's like 40 (104 degrees Fahrenheit). That's the biggest problem," the '93 500cc World MX Champion admitted.

King, unfortunately, didn't last much longer - or, rather, his bike's ignition didn't. It gave up the ghost, leaving the '98 500cc world number two with a DNF to show for his efforts. Woods inherited the lead at that point, but it wouldn't last for him either as he fell twice. That did it for Woods, who would not repeat his moto win at round seven in Albany, Oregon. His 4-4 day would net him fourth overall, though.

This moto would go Nelson's way.

"That second moto I tried to pace myself so I wouldn't do what I did in the first moto," Nelson said. "I definitely wasn't the fastest guy out there, but it ended up working out for me.

"I'm just pumped. Another overall, I finally got a moto win - I waited until the last race, the last moto of the whole series to get a moto win, but I'll take 'em when I can get 'em. I'm just pumped. It was tough out there; it was hot, humid - took a lot out of you just to do what you had to do and go fast. It could be a 125/250cc National track. It was definitely tough. There was some good racing, lots of lines for passing."

However, Downs seemed just as pleased, if not more so with his 3-3 runner-up performance, his best of the series: "I knew I rode really strong at Ward Creek (in Washington at the previous round), and I've been picking up momentum all series long.

"I rode great, I was happy with the way I rode, and it was just a fun event. I missed Lance Smail being here because he's a legend in the series, but we did have the European guys here, which was an honor, and it was great for the series. It was (unfortunate) that they had bad luck, but it was great racing, and I'm just stoked to get second."

Myers picked up second in the moto, giving him third overall ahead of Woods. After fading to seventh in the first moto, Lane picked up fifth in moto two for fifth overall, crediting suspension adjustments between motos for the improvement. CN

GP runners Jacky Martens (27) and Daryll King (2) appeared to be play-riding while leading early in the first moto. King ended up with heat-induced problems in both motos; Martens won the first race but DNFed the second because of the Texas heat.

Lake Whitney MX Park
Whitney, Texas
Results: September 6, 1998 (Round 9 of 9)

O/A: 1. Dustin Nelson (Yam); 2. Todd Downs (Yam); 3. Scott Myers (Yam); 4. Nathan Woods (Yam); 5. Dean Lane (Hbg); 6. Andy Anaya (Yam); 7. Whisperin' Smith (Yam); 8. Jacky Martens (Hus); 9. Billy Akers (Yam); 10. Sprint Haynes (Yam).

UNOFFICIAL AMA WESTERN NATIONAL FOUR-STROKE MX SERIES POINT STANDINGS (After 9 of 9 rounds): 1. Lance Smail (363); 2. Greg Schnell (306); 3. Dustin Nelson (283); 4. Scott Myers (260); 5. Nathan Woods (201); 6. Robert Naughton (194); 7. Todd Downs (190); 8. Andy Anaya (176); 9. Jim LaMastus (142); 10. Bill Binckley (134).

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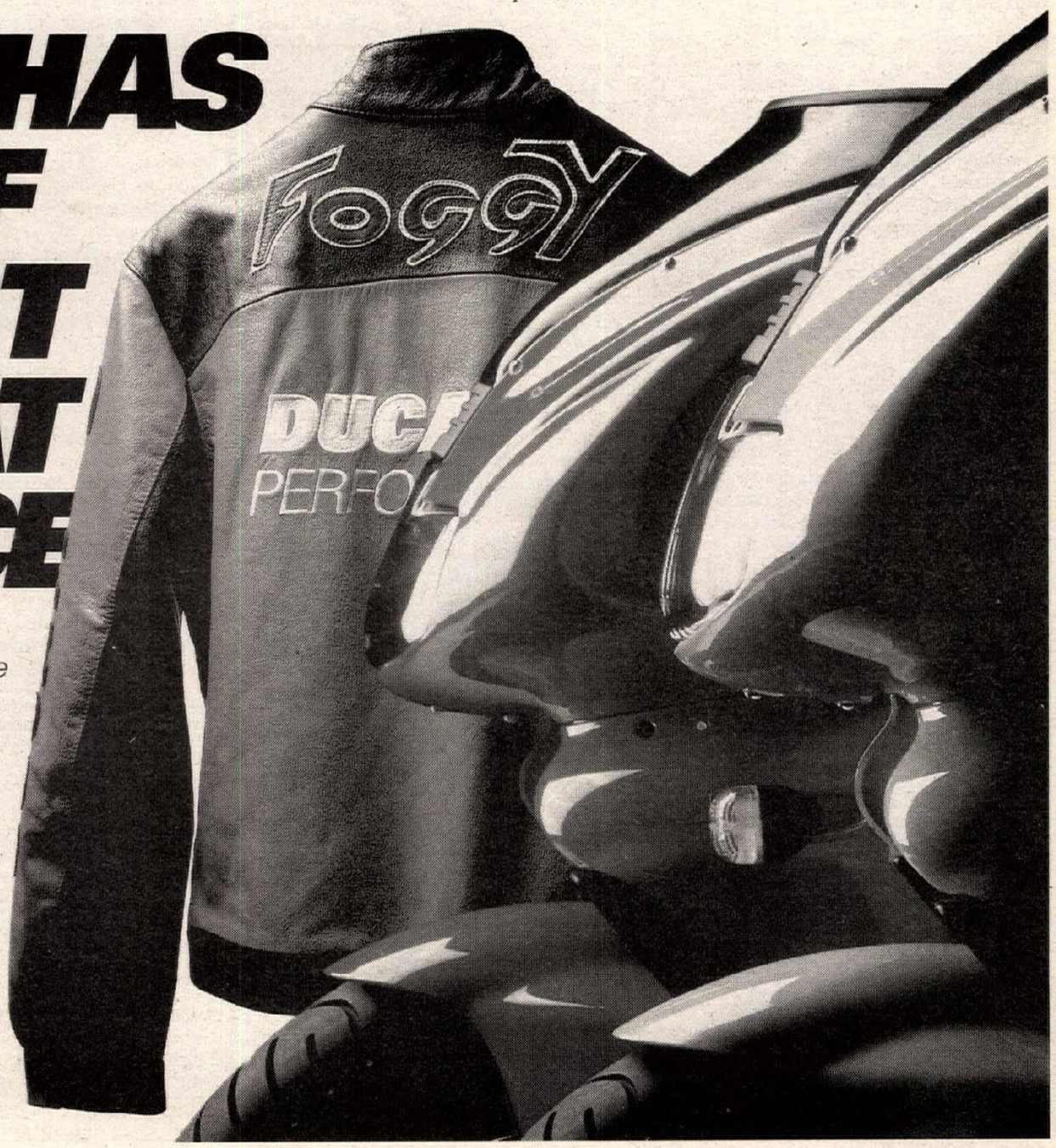

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DUCATI

Large and Thompson do it again

James Large scored his fourth consecutive victory in the 800cc class with his win in Freemansburg.

By David L. Patton Jr.
with Cheryl Shreiner

FREEMANSBURG, PA, SEPT. 13

Defending 800cc-class National Champion James Large and 540cc rider Terry Thompson shared the winner's podium - the third time they've each accomplished that feat this season and their second time up there together.

Large continued his second-ride successes, winning his fourth hillclimb in a row, all on his last ride. Thompson's last four wins have come on his first attempt and he has claimed the day's fastest overall time at all five of his wins in 1998.

Large, on the Reiser Cycle Service/F&S Harley-Davidson/White Brothers/KK Motorcycle Supply-backed XR750, increased his points lead to 23 points and he only needs ninth-place finishes at the last three hillclimbs to hold on to the number-one plate he won last year as a rookie.

Glen Petty Jr. rode despite a broken hand, and his top-10 finish kept him solidly in second, ahead of Steve Dresser, in the point standings. Greg Williams and Lou Gerencer returned to the series after sitting out a couple of events and they were Large's stiffest opposition, claiming second and third on the day, but only by .064 of a second.

Thompson's win helped him pick up one point on the 540cc points leader David Watson, who took second overall. Five-time and defending National Champion Paul Pinsonnault rebounded from two disastrous weeks to snag third overall ahead of Phil Libhart and Scott McNeely.

540cc

National number seven, Michael Templeton, was the first rider on the hill and he put in a smooth, conservative ride for a time of 11.345 seconds and the early lead. Templeton's time held up until Scott McNeely wheeled the Mac's Cycle Supply Honda to the line. McNeely was injured at round seven and he was making his first ride in a month. He left the line hard and put in a flawless first run for a time of 10.120.

"My suspension worked great," McNeely said. "My dad and Clarence Browning switched my suspension for this race and the bike worked great."

Tim Friedhoff clocked an 11.767 run. Then Ted Wilkins suffered mechanical gremlins. Thompson Racing's Terry Thompson pulled his Pro-Action-backed BSA into the hole for his shot at the one hillclimb at which he has never put it together.

"All week I tried to treat it as just another hillclimb," said Thompson, who really had it cranked up as he left the line and went over the little hump before the first kicker. "Once I got over the hump, the rest of the ride was easy. In the past, we didn't have enough gear, but I knew we would have enough today."

His time of 8.967 was the only sub-nine-second ride all day.

As the riders battled the 500-foot hill, it was easy to see the secrets for success: Keep the bike in the groove and straight over the three kickers, keep the throttle cranked on and cut down on time lost in the air.

Phil Libhart, on the Howell's Triumph-backed twin, put in a solid ride for a 10.314 on his first ride, and Watson carded a 10.528 run.

Pinsonnault was a victim of bad fuel at round eight but he had everything sorted out for Freemansburg and he clicked off a 9.542-second run for second place in the first round.

"The groove had a lot of traction and I bogged the motor off the line," Pinsonnault said. "It didn't have the momentum I wanted for the top of the hill."

When the second round got under way, Templeton really went out hard but he lost it over the third kicker and went down - and out. His first-round time would be fast enough for eighth place.

McNeely's second ride provided plenty of excitement.

"We geared the bike up for the second run because Terry just blew us away on his ride," McNeely said. "My bike has never run so well and it pulled me off the bike at the top."

McNeely's run ended at the 445-foot mark.

Tim Freidhoff put another Honda into the top 10 and his 11.219-second run earned him seventh overall, and he took over the lead in the Rookie of the Year race.

The hill was definitely getting faster as rider after rider improved, with John Hamilton Jr. scoring sixth place on his ASAP Racing/Get High Racewear Triumph.

Next up was Libhart, who won his first-ever National at Freemansburg in the spring. He put in another solid ride, though he had to straighten out a cross-up over the second kicker.

"The hill is fast today and we are just a little underpowered," Libhart said. "Still, it was a good day; we took fourth."

David Watson was looking forward to his second ride on his favorite hill and he put together a good run with a time of 9.269 to claim second overall.

Pinsonnault selected a new line for his second run.

"I picked a different line on the far left but I drifted to the right," the multi-time champion said. "I hit a mound before the second breaker and was airborne. I lost a lot of time in the air."

Still, his time of 9.275 earned him third place behind Watson.

"I finally put in the ride I wanted to at this hill," Thompson said. "We've had a good weekend here."

800cc

Petty was the first 800cc rider to take to the hill and he was competing with a broken hand. He had a hard time twisting the throttle and didn't charge over the kickers as he would have when healthy, ending up with a time of 14.074.

James "Jammer" Large came to the line to put in the first really fast time in the big-bore class, the Reiser's Cycle Service star dropping the hammer on his F&S Harley-Davidson/White Brothers-backed XR750 for a 10.019 and the early lead.

Rodney Williams pulled the Thomas Racing Yamaha XS600 to the line for his first ride on the bike but nose-dived off one of the kickers and ended his ride at the 175-foot mark.

BSA-mounted Mark Swem followed Williams and he had one of his better rides of the season, running an 11.379.

Former National Champion Steve Dresser continued to be plagued by thrown chains as he had a good ride going up to the 196-foot mark when it came off. Harley-Davidson Racing Pro Hillclimb Team rider Lou Gerencer ran a 9.937-second ride despite small mistakes.

"I didn't get off the line good and I wasn't lined up for the first jump," Gerencer said.

All eyes were on Greg Williams and his four-cylinder Honda, the same bike with which he won the spring event. He came off the line hard and put in a clean ride to snatch the lead away from Gerencer with his 9.459-second pass.

Petty came to Freemansburg to keep the pressure on Large and to hold off Dresser for second in the series, picking up a 11.752-second ride to open the second round for 10th on the day.

Large came to the hill with new bike settings and his eye on the win.

"We were too lean on our first ride and we changed the suspension setup for this ride," Large said.

All of team owner Tom Reiser's work paid off as Large put in his fifth come-from-behind winning ride, knocking out a 9.439-second run.

"The bike came out straight but I got a little kick off the first jump," Large

said. "I landed all right, though, and got back on the gas, and the motorcycle did the rest. It's been running awesome."

Williams also scored on his second ride.

"I chose the biggest groove and took it easy through the ruts, then took off," Williams said. "I nose-dived over the second jump but I held it on and the bike pulled me through."

Williams took fifth with his 10.094-second run, his best finish of the year.

After Swem had to pull off the line with a minor problem, Steve Dresser put in a 10.196-second run for eighth overall.

Swem returned to put in a career-best ride on his second attempt.

"Over a year ago I lost my best friend, and I always wanted to have a great race for him, and all this week I felt like this would be the one," Swem said. "This morning I told Dick Frazier he would see my best ride today, and I was right."

Swem, a deeply religious rider, blasted the Expert Cycle/Bowlby's Cycle Sales BSA over the top in 10.050 seconds to claim fourth overall.

"That was the smoothest ride I've ever had," he said. Swem had more people congratulating him than the winners at the end of the day.

Gerencer's second ride was his best time of the day, but it could have been a fraction better.

As the final challengers came up short, everyone waited for Williams' second shot at the win.

"I made a few changes after my first ride that made the bike better," said Williams.

Greg put in his second 9.4-second ride, but his first run was faster and he had to settle for second overall.

"I didn't get as clean a ride as I did on the first one," Williams said. "I got sideways off one of the jumps and couldn't keep my momentum up."

And so Large had his fourth straight win.

"Our weekend started out strange because we were late getting in Saturday and when we got to our hotel, it was on fire," Large said. "I am surprised it turned out like this." CN

Bushkill Valley Motorcycle Club
Freemansburg, Pennsylvania
Results: September 13, 1998 (Round 9 of 12)

540: 1. Terry Thompson (BSA); 2. David Watson (Hon); 3. Paul Pinsonnault (Hon); 4. Phil Libhart (Tri); 5. Scott McNeely (Hon); 6. John Hamilton Jr. (Tri); 7. Tim Friedhoff (Hon); 8. Mike Templeton (Yam); 9. Harry Schreiber Jr. (Hon); 10. Charles Roberts (Kaw); 11. Mike Livingston (Hon); 12. Roger McNeely (Hon); 13. Rich Scheurman (Hon); 14. Ted Wilkins (Rtx); 15. Jeff Brown (Hon); 16. Cathy Templeton (Kaw); 17. Toby Thompson (BSA); 18. Paul Garrety (Kaw); 19. Jack McAuley (Hon); 20. Ed Bryan (BSA); 21. Tim Frazier (BSA); 22. Gordon Koester (Suz); 23. Chris Van Hyning (Tri).

AMA 540cc NATIONAL HILLCLIMB C'SHIP SERIES POINT STANDINGS (After 9 of 12 rounds): 1. David Watson (107); 2. Phil Libhart (99/1 win); 3. Terry Thompson (98/5); 4. Paul Pinsonnault (92); 5. Ted Wilkins (85/2); 6. John Hamilton Jr. (62); 7. Scott McNeely (60); 8. Tim Frazier (51); 9. Tim Friedhoff (44); 10. Toby Thompson (35/1); 11. (TIE) Wesley McCoy/Harry Schreiber Jr. (34); 13. Mike Livingston (33); 14. Mike Templeton (32); 15. Richie Scheuerman (30); 16. Mike Pulver (29); 17. Chad Disbennett (26); 18. Jeremy Thomas (23); 19. (TIE) James Zucco/Charles Roberts (18).

800: 1. James Large (H-D); 2. Greg Williams (H-D); 3. Lou Gerencer Jr. (H-D); 4. Mark Swem (BSA); 5. Rodney Williams (Tri); 6. Robert Castledine (H-D); 7. Robert Templeton (H-D); 8. Steve Dresser (H-D); 9. Mike DeBusk (Kaw); 10. Glen Petty Jr. (H-D); 11. Harry Denham (H-D); 12. Robert Schreiner (Kaw); 13. Beese Wendt (H-D); 14. Russ VanderVeen (H-D); 15. Rodney Smith (Yam); 16. Mark Bufton (Nor).

AMA 800cc NATIONAL HILLCLIMB C'SHIP SERIES POINT STANDINGS (After 9 of 12 rounds): 1. James Large (123/5 wins); 2. Glen Petty Jr. (100); 3. Steve Dresser (87/1); 4. Robert Templeton (84); 5. Mike DeBusk (81); 6. Lou Gerencer Jr. (65); 7. Greg Williams (54/1); 8. Bob Shreiner (53); 9. Russ VanderVeen (52); 10. Harry Denham (47); 11. Rodney Williams (46); 12. Paul Zander (41/1); 13. Willie Price (35/1) 14. Mark Swem (30); 15. Robert Castledine (28); 16. Jeff Thomas (27); 17. Rodney Smith (25); 18. Wallace Fowler (20); 19. (TIE) Jason Petty/Walter Herrick (12).

Upcoming Rounds:
Round 10 - Middlebury, Indiana, September 20
Round 11 - Jefferson, Pennsylvania, September 27

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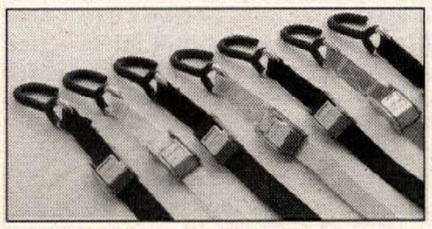

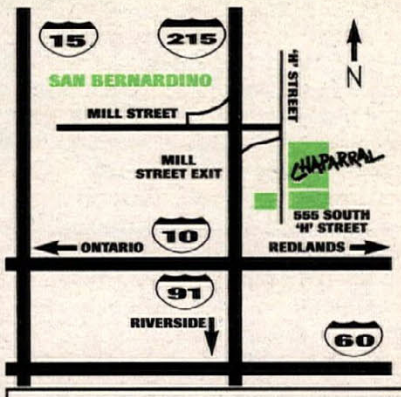

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Smith's perfect summer continues

(Above) Rodney Smith took yet another GNCC win when he took the overall victory at round nine of the series.
(Left) Steve Hatch led much of the event but was relegated to second by his teammate Smith.

Photos by Jay Chittenden

BUNNER RIDGE, WV, AUG. 30

Red-hot Rodney Smith continued his perfect GNCC Series summer with his third straight overall win last weekend. This time the Team Suzuki/FMF/Moose/Smith/Dunlop/Arai-backed Californian captured the Hard Rock round of the AMA's 1998 Grand National Cross Country Series just below Morgantown, West Virginia. The narrow win solidified Smith's firm grasp on the points lead in the prestigious off-road series as he goes for his first-ever GNCC title.

"I just went out there today and tried to do what I've been doing all year long, and that's ride fast, strong and consistently," said Smith of his win at round nine of the 13-race series.

As a matter of fact, Smith has finished on the podium in every round of the 1998 series to date, a remarkable feat considering the rough-and-tumble nature of cross country racing. And the Hard Rock win marked his fourth of the series.

"I was just hoping for another top-three finish today, but it went my way in the end," Smith said. "It was so close on the last lap that I wasn't sure how it was going to turn out."

The Hard Rock was not handed to Smith on a plate. Finishing a very close second overall on Sunday for the third straight GNCC event was Smith's Suzuki teammate Steve Hatch, who looks like a lock for second overall in the series. The New York-bred, California-based Hatch has seven straight podium finishes in the series, and at the Hard Rock, Hatch spent the first half of the race leading the entire field before Smith took the lead. In the end, Hatch would finish just eight seconds off the victor's time.

Hatch, in turn, was chased across the finish line by nine-time GNCC and NHS Champion Scott Summers, who crossed the line just four seconds behind Hatch and 12 total ticks behind the race winner. Many called it the closest race for a national win of the 1998 AMA Wiseco/Yamaha/Dunlop/Acerbis/Klotz/FMF/Carmate/Cornwell/Scott-backed GNCC Series.

Rounding out the top five overall were the Team Green/Axo/Scott/Andrews' Racing-backed Fred Andrews and Team Yamaha/Sports Cycle Racing's Doug Blackwell, whose focus this year has been on the AMA National Enduro and National Hare Scrambles series.

The Hard Rock GNCC is not named for any theme restaurant but rather in honor of Colonel Jack "Hard Rock" Bunner, the namesake of Bunner Ridge and a benefactor of this event. The race itself was organized by Racer Productions, and the track itself was designed by trail bosses Jeff Russell and Jerry Huffman. The course for the two-hour-and-45-minute-long event measured 9 miles per lap, with a total of seven laps. The trail was faster than the Hard Rock has usually been as a round of the GNCC Series. Like most eastern cross country races that take place in the summer, there was dust on Sunday, but not as bad as it was feared it would be in the week leading up to the event. More than 300 riders attended, as well as close to 3000 cross country spectators.

As is often the case at the Hard Rock, three routes to the top of the same hill played the spoiler in the race for the win. The three steep hills have varying difficulty factors, going from extremely difficult - affectionately dubbed "Papa Hill" - to fairly difficult ("Mama Hill") to the rather easy ("Baby Hill").

"If you did the hills perfectly, you might be able to get by someone," Hatch said later. "That's where Rodney got by me, and in the end that's where I got by Scott, because I took a different angle at the top where it got really steep.

"You've got to take the good with the bad, and today I felt like I gave 100 percent," added Hatch, regarding his close defeat at the hands of his friend and teammate Smith. "Thanks to my mechanic, Shane Nalley, and my wife, Denise, and my boss, Mike Webb. I put everything I could into winning here and I rode my butt off today. We switched the lead so many times today that it just became a case of whoever held it at the end. Scott had some good lines to get by Rodney at one point, and I used the same line on him."

"Unfortunately, somebody has got to lose," a disappointed Summers said. "This course was tough and kind of dusty, and I didn't get the kind of start that I wanted, but both Rodney and Steve were riding a really good race and I was having a good time just spectating behind those two for a while. My finish wasn't what I wanted, but I feel like I'm right there, almost back to where I was before I was injured. I hope that I can get back on top in a few rounds here before the series ends."

"Scott and Steve both rode a great race today, and nobody stuck each other or anything like that," Smith said. "Scott at one time had a chance to really stuff me and he didn't, because he's not that kind of rider, and I really appreciate that."

With four races yet to be run in the 1998 series, Smith holds a massive points lead of 173 total points to 145 for teammate Hatch and 130 for the Honda-mounted Summers. Ohio's Andrews is presently fourth in the standings with 129 points, including wins in two of the first three rounds of the series before being injured for most of the summer. A surprising fifth overall at this point is Ohio's Jim Jarrett, who was absent from the results at Hard Rock. CN

Bunner Ridge GNCC
Bunner Ridge, West Virginia
Results: August 30, 1998 (Round 9 of 13)

O/A: 1. Rodney Smith (Suz); 2. Steve Hatch (Suz); 3. Scott Summers (Hon); 4. Fred Andrews (Kaw); 5. Doug Blackwell (Yam).

Nelson steals big

By Homer Eubanks
Photos by Rick Malsack

RAMONA, CA, AUG. 28-30

It is often said that a lot of determination is needed to win at motocross. At the 13th annual CMMC/KTM/SMP Mini National, held at Barona Oaks Raceway, sheer determination was needed by all 331 contestants. With humidity unusually high for Southern California and temperatures reported to be 108 degrees, every rider challenging the grueling Barona Oaks motocross track had to muster up their share of determination just to come onto the course. The riders were, however, enticed to race the annual giveaway by the California Mini Motorcycle Club.

The Mini National is an annual event which the CMMC, as a nonprofit organization, utilizes to disperse money earned throughout the year. At this year's event, more than $25,000 in prizes were awarded. Each of those who competed in the 39 different events were given prizes. Of course, the grand prizes went to the Stock overall winners. These riders were granted the opportunity to pick first from the huge assortment of prizes. A variety of prizes were given away, but the huge 32-inch televisions caught the eyes of many young competitors.

Dustin Nelson was worried about the prizes; as an Expert, he said, "Show me the money!" Nelson proved he was the Expert to beat, and he collected the lion's share of the Expert purse.

Nelson brought home cash in both the 125cc Pro and 250cc Expert competitions. Nelson's luck ran short in the 125cc Expert class, and Angelo Ingrande also got a clear look at some of the money.

Several riders enjoyed multiple class wins. Sean Hamblin made the best of the 125cc action by taking the checkered in the 125cc Intermediate and 125cc (12-15) categories. Billy Laninovich charged his way through the field of both the Supermini and 80cc Expert divisions. Jarred Browne was the top 80cc rider as he took home three trophies. Browne won the 80cc (7-11) Stock and Modified titles as well as the Stock Novice title. In the smaller-displacement action, it was Robert Memoli who stood above the rest. Memoli took home both the 60cc (7-11) Stock and Modified trophies.

Fastest of the younger 60cc riders was Chase Takacs, with wins in both the 60cc (0-6) Stock and Modified categories. In the Pee Wee (7-8) division, it was Bruce Rutherford taking the Stock and Modified titles. Nic Paluzzi was also a repeat winner in the Pee Wee (0-6) Stock and Modified motos.

The other big prize winners included Bobby Bonds, who rode to the overall in the 250cc Intermediate class. Carl Chase took the 250cc Novice overall. Don Connelly won the Vet Intermediate title. Ken Lurcook was overall in the Vet Novice, and Vet Beginner was won by Dean Herrera. Jennifer Nelson was the overall Women's class rider, and Cale Wallace won the 80cc Intermediate Stock-class big prize.

The first 125cc Pro-class moto was the best race of the three-day weekend. The Alba Action/SMP/FMF Precision-backed Angelo Ingrande stirred things up early after taking the holeshot. Motoworld/Pro Circuit/Enzo/ZLT's Dustin Nelson was slow off the line, and Team Stiffie's Shaun Perolio grabbed the second spot. The action was between Perolio and Nelson, as Ingrande had a three-second lead. On lap three, seemingly from out of nowhere, Perolio outjumped Ingrande at the flagpole triple and held the inside line. Nelson closed in on Ingrande, but Ingrande held off his advances through the whoops and on through the uphill section. It wasn't until the flagpole triple that Nelson was able to steal Ingrande's position. On the next lap, Nelson pulled up on the leader but dropped his Yamaha in a tight, slow-speed corner, and Ingrande again took second. Nelson quickly got control and before the lap was out he sneaked inside Ingrande on a left-hander. Nelson was able to make up the four-second lead Perolio had enjoyed and challenged him for the lead. As the white flag flew in this 10-lap race, the two were side by side. They drove down the front straight, elbowing each other through the first right-hand turn. Then, on the next turn, Nelson again tried to slip inside, causing both riders to fall. Perolio was on top of Nelson's Yamaha, so he was able to get up first. Ingrande pulled up on the leaders but both were able to get going without losing a position. Once up, Nelson again began pressuring Perolio all through the lap and finally made the pass by cutting inside Perolio on a left-hander. At the checkers, it was Nelson by two seconds over Perolio.

In the second moto, Nelson really had his share of troubles. Nelson lost his motor while leading the moto, and Ingrande enjoyed his victory over Perolio. Perolio, however, was able to take home the second-place money for his 2-2 effort. Oscar Valdez went 4-3 for third overall.

It was no simple Sunday afternoon ride for Dustin Nelson in the 250cc Expert class. Nelson absconded with the holeshot in moto one but had Angelo Ingrande stuck to his rear fender throughout the first lap. Then Ingrande plowed the front wheel and went over the handlebars, which gave Nelson having some breathing room over Jeff Tilton. Once out front, Nelson put in some lap times of 1.49:00 and gained several seconds over second-placed Tilton. Third was Oscar Valdez. Nelson was first off the gate in the second moto, but he lost control of the YZF400 and found himself in the catch-up mode. Tilton inherited the lead and put some distance on Valdez. Once Nelson got wound up, he closed in on Tilton, but first he found himself in a dogfight with Shawn Ellis. The problem was, Nelson again dropped the Yamaha; however, he was able to get going again without losing his position. Nelson again got things under control and began pressuring Tilton. Nelson - "The Comeback Kid" - retook the lead on the next-to-last lap and then the eventual win. Tilton held for second and Valdez took third.

Don Connelly took the Vet Intermediate class after trading positions with Scott LaRosh. LaRosh captured the flag in moto one, with Connelly trailing second-placed Rudy Castaneda. Connelly had gone down in the moto and was unable to make up the real estate he'd lost. In the second moto, Connelly got out front and Castaneda again came across second, with LaRosh this time placing third. Kevin Barret was fourth.

Bobby Bonds dominated the 250cc Intermediate class but had to contend with Michael Sleeter and D.J. Umphries. Umphries had the early lead in moto one, with Bonds back in traffic. Bonds pulled up to challenge Umphries at the whoops but then had to try again on the uphill section. Umphries held his ground but saw Bonds fly by at the flagpole triple. Sleeter had been studying the front two but couldn't fit into the battle. Then, on the last turn, Sleeter elbowed his way into the inside of Umphries for second. Sleeter shadowed Bonds throughout the second moto but couldn't match the pace set by Bonds. Todd Mitchell rode his Suzuki to third overall by edging out D.J. Umphries, who lost out with his 3-4 showing.

Carl Chase enjoyed repeat wins in the 250cc Novice division. Jon Meyers earned the second overall spot after placing third in moto one behind Peter Leo. Meyers came back in the second moto to shadow Chase but had to settle for second. David Fox moved through the pack in both motos and in the second round ended up third. His 6-3 day netted him fourth, behind Leo. CN

David Meyers won the 80cc Novice Modified overall and finished third in the Stock Class at the CMMC Mini National in Ramona, California.

Barona Oaks Raceway
Ramona, California
Results: August 28-30

INTRO TO MX: 1. Matt Murillo (Kaw); 2. Tyler Herrmann (Hon); 3. Isaac Lugo (Hon).

P/W F/T: 1. Justin Linter (KTM); 2. Casey Harries (KTM); 3. Steven Lounsbury (Yam); 4. Sean MaComber (Yam); 5. Hailey Garner (Yam).

P/W STK (0-6): 1. Nic Paluzzi (Cob); 2. Blake Baggett (Cob); 3. Dakota Graner (Cob); 4. Christopher Lounsbury (Cob); 5. Cody Trotter (KTM).

P/W STK (7-8): 1. Bruce Rutherford (KTM); 2. Michael Hall (Cob); 3. Clayton Murillo (Cob); 4. Donnie Kearney (KTM); 5. Trevor Reis (Cob).

P/W MOD (0-6): 1. Nic Paluzzi (Cob); 2. Blake Baggett (Cob); 3. Johnny Jelderda (KTM); 4. Dakota Garner (Cob); 5. Xavier Stokes-Arrey (KTM).

P/W MOD (7-8): 1. Bruce Rutherford (KTM); 2. Michael Hall (Cob); 3. Clayton Murillo (Cob); 4. Trevor Reis (Cob); 5. Donnie Kearney (KTM).

60 BEG (0-8): 1. Daniel Kelly (Kaw); 2. Cory Brandett (Kaw); 3. Donnie Kearny (KTM); 4. Sheldon Proscelle (Kaw); 5. Christopher Becerra (Kaw).

60 STK (0-8): 1. Chase Takacs (KTM); 2. Steven Cerda (KTM); 3. Michael Mason (Kaw); 4. Ronnie Goodwin (Kaw); 5. Nic Paluzzi (Kaw).

60 STK (9-11): 1. Robert Memoli (Kaw); 2. Cas Swift (Kaw); 3. Mark Proscelle (Kaw); 4. Brock Harden (KTM); 5. Matt Harrison (KTM).

60 MOD (0-8): 1. Chase Takacs (KTM); 2. Michael Mason (Kaw); 3. Steven Cerda (KTM); 4. Ronnie Goodwin (Kaw).

60 MOD (9-11): 1. Robert Memoli (Kaw); 2. Aaron Breid (KTM); 3. Brock Harden (KTM); 4. Brad Masters (Kaw); 5. Mark Proscelle (Kaw).

80 BEG: 1. Sean Borkenhagen (Kaw); 2. Jeff Vaughn (Yam); 3. Marcus Reyes (Yam); 4. Kurtis Knowles (Hon); 5. Kristopher Deleon (Hon).

80 STK (7-11): 1. Jarred Browne (Yam); 2. Zac Wray (Yam); 3. Justin Workman (Kaw); 4. Michael Parker (Hon); 5. Anthony Charette (Yam).

80 MOD (7-11): 1. Jarred Browne (Yam); 2. Michael Parker (Hon); 3. Justin Workman (Kaw); 4. Sean Borkenhagen (Kaw); 5. Anthony Charette (Yam).

80 STK NOV: 1. Jarred Browne (Yam); 2. Michael Parker (Hon); 3. David Myers (Hon); 4. Shaun Connelly (Yam); 5. Justin Workman (Kaw).

80 STK INT: 1. Cale Wallace (Yam); 2. Scott Simon (Yam); 3. Tyler Duncan (Yam); 4. Josh Navarro (Kaw); 5. Ben Ramsaran (Hon).

80 STK EX: 1. Billy Laninovich (Yam); 2. Daton Beavers (Kaw); 3. Ross Garcia (Yam); 4. Kenny Laninovich (Yam); 5. Jason Ciarletta (Yam).

80 NOV MOD: 1. David Meyers (Hon); 2. Spencer Mieneke (Yam); 3. Kevin Breid (Yam); 4. Ryan Landstrom (Yam); 5. Justin Herrmann (Yam).

80 INT MOD: 1. Donnie Gritton (Yam); 2. Kelly Teddor (Suz); 3. Scott Simon (Yam); 4. Cale Wallace (Yam).

80 S/MINI: 1. Billy Laninovich (Yam); 2. Ross Garcia (Yam); Dayton Beavers (Kaw); 4. Ben Ramsaran (Hon); 5. Josh Navarro (Kaw).

125 NOV MOD: 1. Brent Denton (Yam); 2. Corey MaComber (Yam); 3. Richie Owens (Yam); 4. Matt Knesek (Yam); 5. Jon Meyers (Kaw).

125 BEG: 1. Ken Johnson (Yam); 2. Radovan Pantovich (Yam); 3. Woody Stahl (Kaw); 4. Kyle de Quillettes (Yam); 5. Steven Claubaugh (Kaw).

125 INT: 1. Sean Hamblin (Yam); 2. Michael Sleeter (Yam); 3. Dusty Walters (Yam); 4. Brian Reichel (Yam); 5. Billy Laninovich (Yam).

125 OPEN: 1. Logan Masterson (Yam); 2. Scot Hardin (KTM); 3. Ken Lurcook (Suz).

125 (12-15): 1. Sean Hamblin (Yam); 2. Billy Laninovich (Yam); 3. Logan Masterson (Yam); 4. Richie Owens (Yam); 5. John Hopkins (Yam).

125 (16-25): 1. Dusty Walters (Yam); 2. Jake Elkins (Yam); 3. Michael Sleeter (Yam); 4. Derek Chase (Yam); 5. Josh West (Yam).

125 PRO: 1. Tim Langdon (Kaw); 2. Dustin Nelson (Yam); 3. Shaun Perolio (Suz); 4. Michael Young (Yam); 5. Oscar Valdez (Suz).

125 EX: 1. Angelo Ingrande (Suz); 2. Shaun Perolio (Suz); 3. Oscar Valdez (Suz); 4. Dustin Nelson (Yam); 5. Jeff Tilton (Yam).

250 BEG: 1. Mike Hopster (Kaw); 2. Grant Clabaugh (Kaw); 3. John Matters (Hon).

250 NOV: 1. Carl Chase (Yam); 2. Jon Meyers (Kaw); 3. Peter Leo (Suz); 4. David Fox (Suz); 5. Kiel Mattsson (Hon).

250 INT: 1. Bobby Bonds (Yam); 2. Michael Sleeter (Yam); 3. Todd Mitchell (Suz); 4. D.J. Umphries (Yam); 5. Brian Smith (Hon).

250 EX: 1. Dustin Nelson (Yam); 2. Jeff Tilton (Yam); 3. Oscar Valdes (Suz); 4. Shaun Ellis (Suz); 5. Angelo Ingrande (Suz).

250 PRO: 1. Dustin Nelson (Yam); 2. Shaun Perolio (Suz); 3. Oscar Valdez (Suz); 4. Jeff Tilton (Yam); 5. Angelo Ingrande (Suz).

VET BEG: 1. Dean Herrera (Suz); 2. Paul Ellingsen (Hon); 3. John Mattera (Hon).

VET NOV: 1. Ken Lurcook (Suz); 2. Daniel Smith (Hon); 3. John Willis (Hon); 4. Steven Will (Kaw).

VET INT: 1. Don Connelly (Yam); 2. Rudy Castaneda (Hon); 3. Scott LaRosh (Hon); 4. Kevin Barret (Kaw).

VET EX: 1. Scot Hardin (KTM).

WMN: 1. Jennifer Nelson (Kaw); 2. Jennifer Caputo (Kaw); 3. Aubriana Dunn (Yam); 4. Candice Motshagen (Hon).

CMC Trans-Cal Series South, Round 1

Huffman back on track

By Tony Alessi

SAN BERNARDINO, CA, SEPT. 13

After nearly a six-month lay-off due to a broken leg, Team Kawasaki's Damon Huffman returned to action at the opening round of the CMC SunStar Sprocket Trans-Cal Series at Glen Helen Raceway Park. Huffman looked liked his old, healthy self as he rode to a cautious second-place finish in the first moto, and then returned to win the second moto for the overall win.

"You have to remember where you have been before you know where you're going," said Huffman, who won many Trans-Cal races during his amateur racing days.

Huffman joined more than 500 other racers for the series opener, which attracted riders from as far away as Utah, New Mexico, Arizona, Texas and Nevada.

All eyes were focused on the 250cc Pro-class race - Huffman's first race since his injury. When the gate dropped for the first moto, Billy Payne nabbed the holeshot and led until hitting a kicker that sent him through a berm, which resulted in a crash. Huffman suddenly found himself in the lead, but Yamaha rider Spud Walters was right behind the Kawasaki rider and was ready to pounce.

Walters quickly put the move on the Kawasaki star and rode off with the first-moto win.

"At first I thought Payne was just going to take off," Walters said. "That kid is superfast, has great style and is smooth. But after he fell, I caught Huffman and I knew I was just going faster, so I made the pass."

Huffman, meanwhile, played it safe and settled into second place, where he would stay to the finish.

"I had good lines, but I started pumping up and just couldn't carry any speed in those good lines," Huffman explained.

Third in the moto went to TRE-backed Scott Myers, followed by Tim Sharp and John Sereika.

A more relaxed Huffman showed up for the second moto. Even though first-moto winner Walters jumped out to the early lead, Huffman matched his pace for the first half of the moto before passing him and pulling away for the win and the overall trophy.

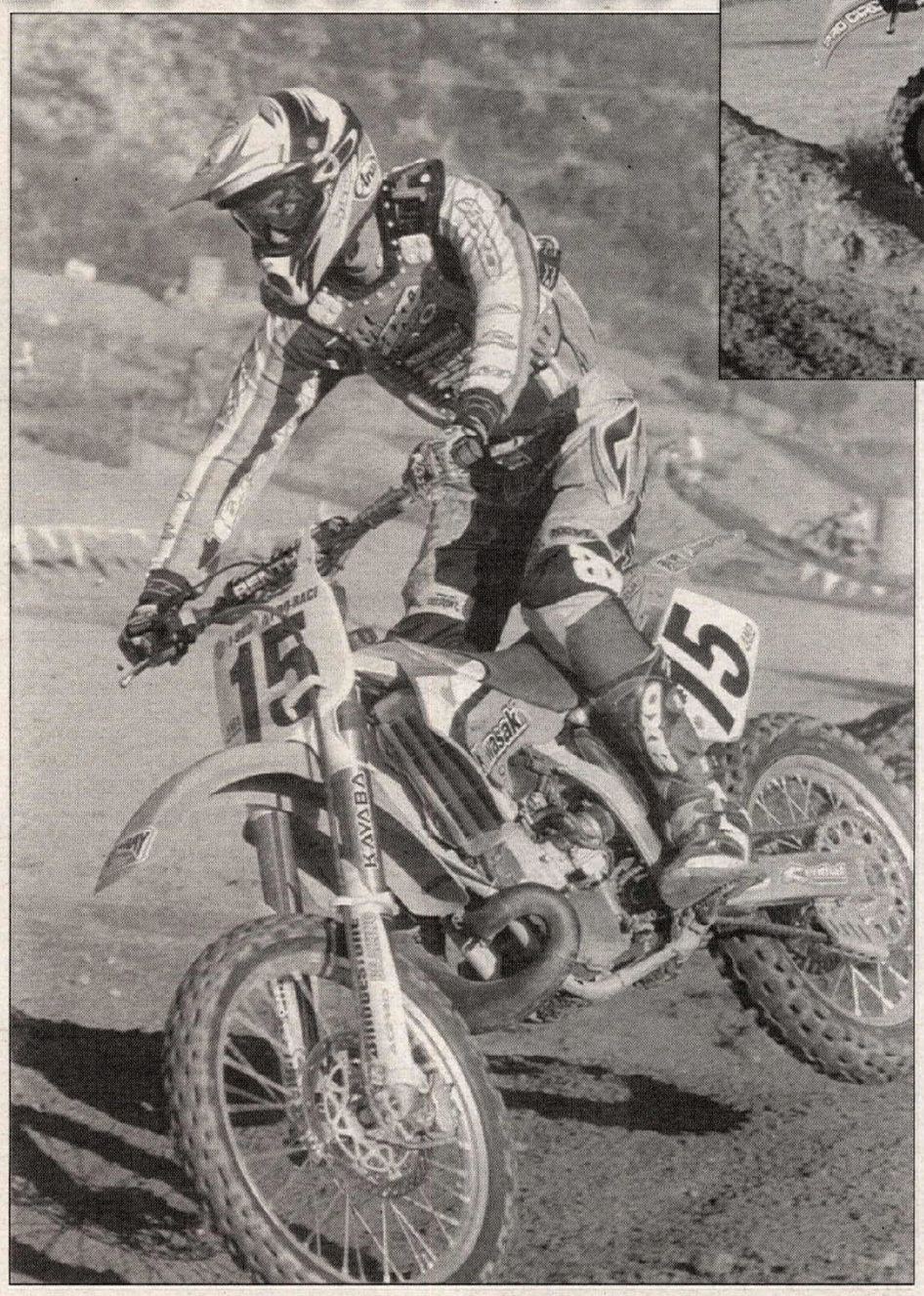
Walters ended up having to work hard to keep second, as Payne gathered momentum late in the race to challenge the Yamaha rider. Payne's charge, however, came a little too late, as Walters held on for second place. Third place this time went to Danny Carlson, followed by Myers and Sharp.

Payne was not to be outdone in the 125cc Pro class, however. After crashing out of the 250cc Pro overall standings, Payne came back to win both 125cc Pro motos. His closest competitor in the 125cc class was Chris Gosselaar, but crashes would eventually cost Gosselaar dearly and, as a result, he would have to settle for fourth on the day.

Second place ended up going to Greg Schnell, followed by Carlson.

Fourteen-year-old Bobby Bonds took control of the 125cc Intermediate division. In the first moto, Bonds came back from a 12th-place start in the first moto to finish second behind Jonathan Shimp, but, in the second moto, Bonds had things much easier, as he slid past R.J. Thompson to take the lead and the moto win. Shimp ended up second overall, followed by Thompson, Mike Sleeter and Christopher Neitzel.

A flat tire ended any hope Sean Hamblin had of doing well in the 125cc Intermediate class, but an overall victory in the Schoolboy class made that disappointment that much easier to accept. CN



(Left) Kawasaki's Damon Huffman returned to racing following his recuperation from a leg injury. He went 2-1 to win the 250cc Pro class at the CMC Trans-Cal Series at Glen Helen Raceway Park.
(Above) Up-and-comer Billy Payne topped both 125cc Pro motos.

Glen Helen Raceway Park
San Bernardino, California
Results: September 13, 1998 (Roumd 1)

50 (4-6): 1. Johnny Jelderda (KTM); 2. Cody Farrar (KTM); 3. Jake Lacey (Cob); 4. Chris Plouffe (KTM); 5. Dylan Pemberton (Cob).

50 (7-8): 1. Andy Straight (Cob); 2. Chapman Fiene (KTM); 3. Jake Canada (KTM); 4. Danny Gonzalez (Cob); 5. Frank Aguirre (KTM).

60 (0-8): 1. Cole Seely (KTM); 2. Trent Pugmire (Kaw); 3. Travis Christensen (Kaw); 4. Chad Gores (Kaw); 5. Jonathan Arana (Kaw).

60 (9-11): 1. Mike Alessi (Kaw); 2. Robert Memoli (Kaw); 3. Jeff Alessi (Kaw); 4. Steven Schwartz (Kaw); 5. Mark Proscelle (Kaw).

80 BEG: 1. Jeff Vaughn (Yam); 2. Sean Borkenhagen (Kaw); 3. Eric Fauscette (Hon); 4. Chad Gores (Kaw); 5. Steven Forsythe (Yam).

80 (7-11): 1. Brandon Layton (Yam); 2. Mike Alessi (Kaw); 3. Zac Wray (Yam); 4. Edward Herring (Kaw); 5. Michael Parker (Hon).

80 (12-13): 1. Dayton Beavers (Kaw); 2. Cale Wallace (Yam); 3. Anthony Bruscella (Yam); 4. Scott Simon (Yam); 5. Daryl Ecklund (Yam).

80 (14-16): 1. Dylan Lord (Kaw); 2. Nick Alvarez (Hon); 3. Ross Garcia (Yam); 4. Eric Meyer (Yam); 5. Donnie Gritton (Yam).

S/MINI: 1. Dylan Lord (Kaw); 2. Ross Garcia (Yam); 3. Daryl Ecklund (Yam); 4. Brandon Layton (Yam); 5. Sean Callier (Kaw).

125 BEG: 1. Donovan Fuller (Yam); 2. Joe Felts (Suz); 3. Jeff Taylor (Yam); 4. Brad Huth (Yam); 5. Steven Seeba (Yam).

125 JR: 1. Matt Condon (Yam); 2. Richie Owens (Yam); 3. Nathan Jones (Yam); 4. Corey MaComber (Yam); 5. Brent Denton (Yam).

125 INT: 1. Bobby Bonds (Yam); 2. Jonathan Shimp (Yam); 3. R.J. Thompson (Kaw); 4. Mike Sleeter (Yam); 5. Christopher Neitzel (Hon).

125 PRO: 1. Billy Payne (Kaw); 2. Greg Schnell (Yam); 3. Danny Carlson (Yam); 4. Christopher Gosselaar (Hon); 5. Tim Langdon (Kaw).

SCHBY: 1. Sean Hamblin (Yam); 2. Turbo Reif (Hon); 3. R.J. Thompson (Kaw); 4. Justin Mace (Kaw); 5. Richie Owens (Yam).

250 BEG: 1. Gavin Rome; 2. Dennis Wagoner; 3. Tyson Gustafson; 4. Alvin Garcia; 5. Andrew Cordos.

250 JR: 1. Joey Cirocco (Kaw); 2. Jimmy Robinson (Kaw); 3. Jon Davidson (Kaw); 4. Eddie Laret (Kaw); 5. John Burr (Yam).

250 INT: 1. Todd Mitchell (Suz); 2. Chris Neitzel (Yam); 3. Travis Smith (Kaw); 4. Brian Reichel (Yam); 5. Juan Posada (Yam).

250 PRO: 1. Damon Huffman (Kaw); 2. Spud Walters (Yam); 3. Scott Meyers (Yam); 4. Tim Sharp (Kaw); 5. John Sereika (Yam).

500 AM: 1. Cole Townsend (Yam); 2. D.J. Humphries (Yam).

500 PRO: 1. Spud Walters (Yam); 2. Scott Meyers (Yam); 3. Zeb Armstrong (Yam); 4. Todd Davis (Yam); 5. Jack Heller (Hon).

25+ AM: 1. John Levey (Yam); 2. Raymond Hensley (Yam); 3. Tony Sulli (Suz); 4. Randy Danylo (Kaw); 5. Lance White (Suz).

25+ MSTR: 1. Danes Hoeft (Suz); 2. Todd Mitchell (Suz); 3. Jon Zahrt (Kaw); 4. Mark Allen (Kaw); 5. Craig Monty (Kaw).

25+ PRO: 1. Spud Walters (Yam); 2. Tim Sharp (Kaw); 3. Billy Mercier (Kaw); 4. Dustin Evans (Yam); 5. Mat Bateman (Suz).

30+ BEG: 1. Frank Wright (Yam); 2. Donnie Bales (Hon); 3. Ken Kinnucan (Yam); 4. Stewart Fiehler (Yam); 5. Billy McAllister (Suz).

30+ JR: 1. Manuel Del Campo (Suz); 2. R.K. Field (Suz); 3. Bob Bang (Kaw); 4. Matt McBride (Suz); 5. Vic Walker (Yam).

30+ INT: 1. Randy Danylo (Kaw); 2. Tony Sulli (Suz); 3. Steve Piatoni (G-G); 4. Robbie James (Yam); 5. Jeff Gianni (Suz).

30+MSTR: 1. Darrin Hoeft (Suz); 2. Jon Zahrt (Kaw); 3. Martin Klossner (Yam); 4. Doug Yarnell (Hon); 5. Ron Ruff (Suz).

VET PRO: 1. Scott Meyers (Yam); 2. Sam Weinback (Yam); 3. Paul Kellen (Yam); 4. Brad Leyden (Suz).

O/T AM: 1. Philip Taboada (Yam); 2. Jeff Gianni (Suz); 3. Steve Williams (Hon); 4. W.G. Wilson (Suz); 5. Mark Hesse (Yam).

O/T MSTR: 1. Ron Turner (Yam); 2. Jef Harriott (Kaw); 3. Jim Hoover (Yam); 4. Mike Halpin (Hon); 5. Bob Shimp (Yam).

WMN: 1. Jamie Pamintuan (Suz); 2. Jennifer Caputo (Yam); 3. Aaron Rogers (Yam); 4. Pam Clemmons; 5. Trish Young.

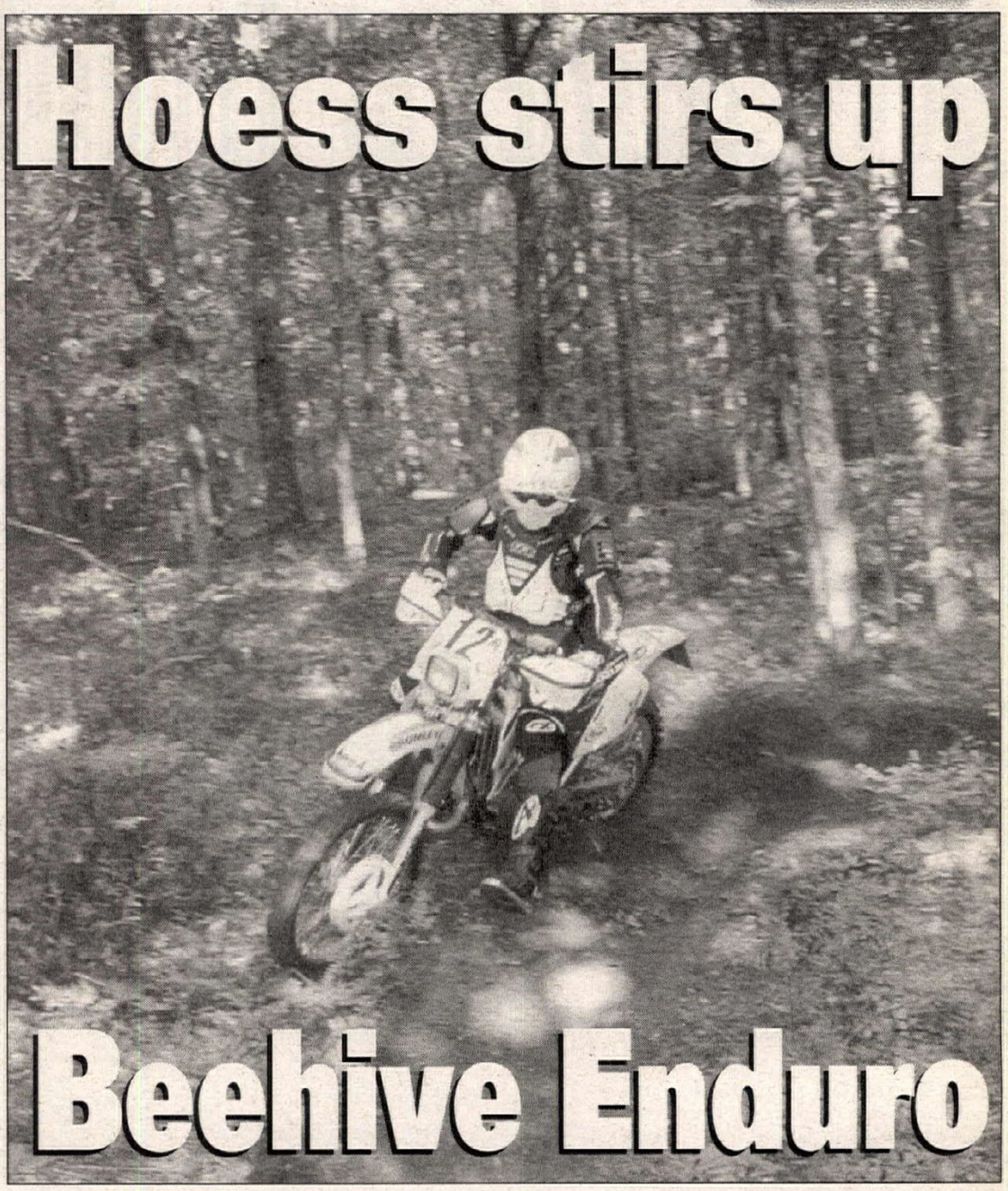
O/TMX AM: 1. Dennis Tooman (Kaw); 2. Don Meiner (Hon); 3. Richard Beale; 4. Jeff Hawthorne (Suz); 5. Charles Watawabe (Hon).

O/TMX NOV: 1. Frank Derby (Hon); 2. Sam English (Yam); 3. Fred Kalmick (Kaw); 4. John Webb (Hon); 5. Steve Pobjoy.

O/TMX MSTR: 1. Alan Kent; 2. Carl Gazafy (Hon); 3. W.G. Wilson (Suz); 4. Fred Willis (Kaw); 5. Glenn Perry (Kaw).

O/TMX EMP: 1. Kirk Freeman (Yam); 2. Larry Williams (Suz); 3. Walter Miles; 4. Scott McDougal (Hon); 5. Gary Willison (Kaw).

Hoess stirs up Beehive Enduro



By Mark Uth/Trail Rider magazine

MAURICETOWN, NJ, AUG. 30

Bromely Suzuki-sponsored Fred Hoess saddled up his RM125 for a change of pace, but that didn't change the results, as he earned another overall win at the ECEA Beehive Enduro. Hoess posted top scores in four of the day's five points-taking sections, in the process scratching out a one-point edge over runner-up Rich Lafferty.

Things didn't start out all that well for the defending champ. In the day's first special test, his 3/184 score didn't even make the top three, bested by Jack Lafferty Jr.'s 3/173, XR250-mounted Kevin Bennett's 3/179 and Rich Lafferty's 3/181. However, after this minor setback, Hoess got down to business by posting section-best scores in the next two sections. Finally, in the day's fourth points-taker, he beat the flip of the check card to get a nearly insurmountable one-point lead in the tight scoring contest.

Fellow Team Bromley rider Rich Lafferty had an unremarkable day, remaining among the leaders in each test, but winning none outright. However, there is a reward for consistency, and in this case it was another second-overall finish for Rich.

A whopping 358 entrants turned out for the Beehive event, the undisputed king of the draw on the ECEA card. The club laid out a short, sub-70-mile event for the day through easy, whoop-free terrain in pine and deciduous forest. Trail conditions were none too tight, the worse obstacles being the braking bumps on later rows. Recent storms had dumped just enough precipitation in the area to reduce dust to a manageable level. Under this format, nonmechanical-related DNFs were unheard of. There were five short special tests planned for the day, none longer than six miles, each sandwiched by a check-in and a check-out, with generous resets and free time, contributing to an almost qualifierlike format.

Starting from the Mauricetown firehouse, some 15 miles of connectors were used to ferry riders out to the meat of the course. Hoess fell behind early as a handful of riders carded threes coming out of the day's first test, Jack Lafferty Jr.'s 173 emergency points being the best time through.

However, Freddy got back on track and made up some time in the next test, posting a section-best 3/200, and sealed it at the check-out to the day's longest points-taker, check eight. It was in this test that Hoess beat the flip of the check card by three seconds to get the edge over Rich Lafferty, who scooted in a mere seven seconds later, yet carded the extra point.

Hoess and Lafferty again traded blows in the day's final test, being the only two riders to negotiate the short, fast section at one down. However, it wasn't enough to change anything: Hoess finished with a 11/531 score to win the grand championship. Rich Lafferty finished with a 12/545 score, only seconds behind all day long, but that's what it takes in this race. Multi-time champ Jack Lafferty led a trio of 14-point finishes to earn the final podium position. "Slacker Jack" pushed his Husaberg hard to edge out fourth-overall seed Kevin Bennett by a mere two emergency points. Local boy Bennett, who has claimed more than his share of Beehive victories over the years, remained in the hunt all day, but he just couldn't thrash his XR250 ahead for the win. KTM-mounted Bill Atkinson rounded out the top five overall, having what he would consider an off-day. Atkinson couldn't overcome troubles in the first test, posting an extra point there, with enough e-points to drop him down in the standings to the fifth-overall slot. Another local hero, Frank Vanaman, carded a 15 to finish sixth overall and earn High Point A honors. Runners-up to the HP-A, each posting 16-point cards, were KDX pilot Ed Hamilton, a rejuvenated Dale Hiles (aboard a KTM 200) and Dan Sharpless, who amazingly accomplished this feat on a "bone stock" KLX 250. Hamilton, Hiles and Sharpless finished eighth, ninth and 10th overall, respectively.

The best B-class scores came out of the 250cc class. CR250 rider Steve Pfeffer put up good numbers, finishing at 17 down to claim the High Point B trophy. Classmate Dave Nash piloted his KX250 to runner-up status while dropping 19. In Novice-class action, a pair of 28-point scores ruled. Jay Rienert pushed his KDX200 to the High Point victory, besting CR250 pilot Mark DiPasquale on emergency points, 1136 to 1160. Kawasaki pilot Kathi Campbell also carded a respectable 28 to win a Women's class filled with six riders. The Masters-class win went to Joe Galie, who posted a 34 card, while Bob McKillips won the Dual Sport class at 39 points down.

The results helped Hoess pad his points lead for the series enduro championship over rival Rich Lafferty. Freddy has put together quite an impressive streak as this season enters the stretch run, winning the last three ECEA overalls and never finishing worse than second all season long. Our current (unofficial) points tally has Hoess with a slight lead in gross points, 208 to 207. However, when accounting for throwaways, it's not so close, with Hoess getting the edge over Lafferty, 208-191. Hoess's problem (and Lafferty's opportunity) is that he has little room for error during the remaining six rounds. Having already used up his throwaways with a DNF at Reading and a DSQ at Crossforks, he needs to continue to turn in good finishes (read: "top Rich") to repeat as champion. CN

(Above) Fred Hoess zeroed in on the ECEA Beehive Enduro win in New Jersey.
(Left) Dan Sharpless took first place in the A 250cc division.

Beehive Enduro
Mauricetown, New Jersey
Results: August 30, 1998
(Round 14 of 20)

AA: 1. Fred Hoess (Suz); 2. Rich Lafferty (KTM); 3. Jack Lafferty Jr. (Hbg); 4. Kevin Bennett (Hon); 5. Bill Atkinson (KTM).

A 125: 1. Ellis W. Tomlin (Suz); 2. M. Dean Spencer (Yam); 3. Greg Davis (Yam); 4. Jacob Todd (Hon); 5. Craig Copeland (TM).

A 200: 1. Ed Hamilton (Kaw); 2. Dale Hiles (KTM); 3. Eric Corbin (Kaw); 4. Joe Tavani (Kaw); 5. Rob Kirkpatrick (KTM).

A 250: 1. Dan Sharpless (Kaw); 2. Chuck Stapleford (Kaw); 3. Mark Marszalek; 4. Scott Gribble (Kaw); 5. Bob Solomon (KTM).

A OPEN: 1. Frank Vanaman (KTM); 2. Scott Devecchio (Yam); 3. Al Switzer (KTM); 4. Dean R. Spencer (KTM); 5. John Walaszek (KTM).

A 4-STRK: 1. Mike McHale (Yam); 2. Steven Larkin (Yam); 3. Bob Bennett (Hon); 4. Craig Cossaboon (Yam); 5. Lewis J. Smith Jr. (Hon).

A VET: 1. Dave Maco (Suz); 2. Mike Beeler (Yam); 3. Ken Law (Hon); 4. Scott Chapkovich (Suz); 5. Eric Koeller (G-G).

A SR: 1. Clifford Tenney (KTM); 2. Stewart Crouch Jr. (Hon); 3. Kevin Kuenzner (Kaw); 4. Dave Barlow (Yam); 5. Chris Nolan (Hon).

A S/SR: 1. Scott Wolfersberger (Yam); 2. Jack Lafferty Sr. (KTM); 3. Tom Ebersole (CRE); 4. Bob Agonis (G-G); 5. Richard Trader (KTM).

B 125: 1. Jerry Kitts (TM); 2. Lew Robbins (Suz); 3. Daniel Stoppi Jr. (Yam); 4. Joe Marchesani (Yam); 5. Mario Depalma (Suz).

B 200: 1. George Potts III (Kaw); 2. Kim Plummer (Kaw); 3. Nick Sotiropoulos (KTM); 4. Sean Tompkins (KTM); 5. William Hess (Kaw).

B 250: 1. Steve Pfeffer (Hon); 2. David Nash (Kaw); 3. Mike Tavani (Kaw); 4. Bill Gilbert (Yam); 5. Giles Ryan (Kaw).

B OPEN: 1. Rod White Jr. (KTM); 2. George Sigler (KTM); 3. Michael Sharp (KTM); 4. Tim Gallagher (KTM); 5. Eric Aaroe (KTM).

B 4-STRK: 1. Charles Sullivan (Hon); 2. James Bowen (Hon); 3. Rob Comber (Yam); 4. Scott Tellone (Hon); 5. Peter Burnett (Hon).

B VET: 1. Anthony Sutton (Kaw); 2. Wade Johnston (Suz); 3. Steve Bromley (KTM); 4. Joe Dublas (Kaw); 5. Jeff Barker (Kaw).

B SR: 1. Eric Hartem (Hon); 2. Daniel Compton (KTM); 3. Joe Epperson (KTM); 4. Jack Lewis (Hon); 5. James Devlin (Hon).

B S/SR: 1. Jack Lurtsema (KTM); 2. Larry MacIntyre (Yam); 3. Bob Schmidt (Kaw); 4. Nick Iliff (KTM); 5. Tim Stibitz (Kaw).

C 200: 1. Jay Rienert (Kaw); 2. Jack Williams; 3. Roger Wood; 4. David Kough (Kaw); 5. George Parker Jr. (Kaw).

C 250: 1. Mark Dipasquale (Hon); 2. Jason Campbell (Yam); 3. Chris Brown (Kaw); 4. Josh Seidel (Hon); 5. Donald Hought.

C OPEN: 1. Erik Wynters (KTM); 2. Charles Iliff (Hon); 3. James Riche (Yam); 4. Jan Bera (KTM); 5. Larry Finn (Hon).

C 4-STRK: 1. Frank Brewster (Yam); 2. Mark Schleeweil (Yam); 3. Clifford Davis (Hon); 4. Elmer J. Shelton Jr. (Hon); 5. Marty C. Heisler (Hon).

C VET: 1. William Horseman (KTM); 2. Dave Harnig (Suz); 3. Paul Mourar (Kaw); 4. Donald Mercilliott (Suz); 5. Richard Stewart (Yam).

WMN: 1. Kathi Campbell (Kaw); 2. Jennifer Eyrich (Yam); 3. Angie Barr (G-G); 4. Merle Compton (Kaw); 5. Patricia Blair (Hon).

DUAL/SPT: 1. Bob McKillips (Suz); 2. Richard Miller (Hon); 3. Steve Vollers (Suz); 4. Anthony Trupiano (Yam); 5. Robert Vollers (Suz).

MSTR: 1. Joseph Galie (Yam); 2. Robert Hoover (Hon); 3. Dan Van Driel (TM); Len Hatchek Sr. (Kaw).

Davis dazzles at Trans-Cal Series Opener

(Left) Scott Davis wiped out the competition in both the 125cc and 250cc races at the Trans-Cal Series opener at Riverfront Park in Marysville, California. (Right) Jake Windham (46) makes a pass on David Lodermeier (262) in the 250cc Pro contest.

By John Silva

MARYSVILLE, CA, AUG. 22

Scott Davis made a clean sweep of the 125cc Pro racing at the first round of the CMC Trans-Cal North, held at Riverfront Park, winning both motos on his F&S/No Toil-backed Suzuki. Davis calls neighboring Yuba City home when he's not out competing in the AMA Nationals, and the results of his frequent practice on the "hometown" track were evident to all, as he clearly had the course dialed. Davis also won the first 250cc Pro moto aboard a borrowed machine, but he retired from the second moto after suffering a spill early in the first lap. Davis handed the lead and subsequent win to Jake Windham, who raced on to capture the 250cc Pro overall win on his RDW Graphics-sponsored Suzuki, thanks to his 3-1 moto tally.

More than 450 entries were counted (along with a large turnout of fans) for the first round of the Trans-Cal series for 1998 (in either the North or South divisions). Numerous riders came from Southern California and from states all across the West. The large number of classes required to accommodate everyone resulted in a long race day (and evening), and racing wasn't completed until after midnight. Despite the pounding it took, the Charlie Sexton-designed track held up well and provided for excellent racing, although the second motos took place on a considerably rougher surface.

Davis might not have made it to the line but for the quick work of his mechanic before the race. His engine had blown up at the previous night's event.

"At 2 o'clock today, my crank was laying on the table - cases split, bike torn down to the frame," said Davis. "An hour and a half later, I was on the track, practicing, thanks to Andy Medin."

The 125cc Pros traditionally kick off the action at Marysville's Trans-Cals, and when the gate fell, it was Jeff Northrup who proved to be the quickest, leading the early part of the first lap. Davis shadowed Northrup and immediately challenged for the lead. By the time the Pros completed the first lap, fans saw it was tall and lanky Scott Davis out front, looking like a modern-day version of former champ Mike "Too Tall" Bell as Davis leaned his Suzuki way over while roosting Marysville's huge, sweeping turn one.

"I got a second-place start, but I got by Northrup really quick," said Davis. "He stayed pretty close behind me and was pushing real hard - which is good - but I stayed ahead of him."

Battling for positions behind the leaders were Auggie Rodriguez, Trevor Meagher, Jake Windham, Jarrad Fisher and the rest of the dozen 125cc Pros. These riders would continue to spread out as the race progressed, with Davis gradually stepping away from the others to build a comfortable lead. The race for second through fifth was closer, with Northrup, Rodriguez, Meagher, Fisher and Windham racing, in that order, only seconds apart until presented with the white flag on lap seven. On the final lap, Pro Circuit/N-Style-backed Meagher turned it up a notch and got by Rodriguez. At the moto's end, it was Davis, Northrup and Meagher on the rostrum; Rodriguez, Fisher, Windham, Daniel Blair, Ben Shank, Eric Ducray and Levi Reed rounded out the top 10.

Davis took the holeshot in the second 125cc Pro moto and wasted no time distancing himself from the pack. First-lap action included a heated dice between Windham and Northrup, with Windham taking over second place after what was described as a clean pass. Soon after, Northrup was seen circling the track at the back of the field. Davis had a good view of the action in the back section, and he had time to check out some of the battle behind him even as he put distance on the riders trailing him.

"I know for a fact Jake Windham passed Northrup fair and square for second. Then Northrup, all of a sudden - and some of the other guys, like Cliff Cook - were just cruisin' around the track. They must have got in a crash. Jake was doing real well after a horrible first moto, so that's awesome for him," said Davis, who often engages Windham in mock battle when practicing at the track.

Meagher made his moves on lap two, overtaking Rodriguez, who was suffering from arm pump and fading fast. Fisher was the next racer to get by, and he gave chase on the leaders from fourth, just behind Meagher. Meanwhile, Daniel Blair was on the gas and passed several of his fading competitors around midrace to secure the fifth position. The order then held firm as the riders blitzed the laps until the checkered flag flew. Taking the win and the overall money was Davis, followed by Windham, whose 6-1 score was good for third overall 125cc Pro. Meagher garnered third in the moto, earning second place overall. Jarrad Fisher made his professional debut a memorable one, going 5-4 to earn an impressive fourth overall. Blair rounded out the top five with his 7-5 moto scores.

In the 250cc Pro race, Windham grabbed the holeshot ahead of David Lodermeier, Meagher, Davis, Blair, Northrup, Danny Paladino, Dennis Stapleton, Dustin Bloomfield, Travis Marks and the rest of the field. Northrup passed Blair early in the second lap, about the time Davis was passing Meagher for the third spot. Davis continued his charge by passing Lodermeier, with Northrup following him around to put Davis and Northrup in second and third place behind Windham just as the white flag came out. After leading nearly the entire moto, Windham was overtaken by both Davis and Northrup in one of the last turns exiting the back section. Davis raced down the final section to claim first, followed by Northrup, Windham, Lodermeier, Meagher, Blair, Paladino, Stapleton, Marks and Ben Shank.

In the second 250cc Pro moto, Windham was again the quick starter, racing ahead of Lodermeier, Shank, Northrup, Stapleton and all the rest. Things went all wrong for Davis as he took a fall only a few turns from the start, and although he was unhurt, his borrowed bike was a little tweaked, so he called it a day rather than risk any further damage.

Windham put together seven flawless laps this time out and raced to a well-deserved win, with Northrup in tow. Third place in the moto and overall was Lodermeier, with Shank fourth; a poor finish in the first moto held Shank to ninth overall. Fifth in the moto was Paladino, good for fourth overall. Fifth overall was earned by Blair for consistent 6-6 finishes. CN

Riverfront Park
Marysville, California
Results: August 22, 1998 (Round 1 of 4)

50 (4-6): 1. Teddy Lorenz (KTM); 2. Joshua Greco (KTM); 3. Austin Howell (KTM); 4. Scotty Craven (Lem); 5. Cody Lambott (Lem).

50 (7-8): 1. J.D. Moore (Lem); 2. Michael Curci (Lem); 3. Tyler York (KTM); 4. Brooke York (KTM); 5. Larry Azevedo (Lem).

60 (0-8): 1. Dustin Enochs (KTM); 2. Kurtis Batey (KTM); 3. Tyler York (Kaw); 4. Josh Bory (KTM); 5. Nethario Jones (Kaw).

60 (9-11): 1. Bryar Perry (Kaw); 2. Ryan Ferris (Kaw); 3. Brad Kelly (Kaw); 4. Zach Ham (Kaw); 5. Kyle Parino (Kaw).

80 BEG: 1. Rory Radovich (Hon); 2. Ryan Ferris (Suz); 3. Casey Hinson (Suz); 4. Alex Edwardson (Kaw); 5. Carson Meyer (Yam).

80 (7-11): 1. Vincent Blair (Yam); 2. Daniel Sani (Suz); 3. Eric McCrummen (Yam); 4. A.J. Perez (Suz); 5. Pablo Quintanilla (Kaw).

80 (12-13): 1. Eric Nye (Yam); 2. Nick Jarret (Hon); 3. Nick Davis (Yam); 4. Cory McDaniel (Yam); 5. Brett Markarian (Yam).

80 (14-16): 1. Ryan Morais (Yam); 2. David Boothe (Hon); 3. Matt McCrummen (Yam); 4. Jeremiah Gerber (Yam); 5. Josh Peterson (Hon).

S/MINI: 1. David Boothe (Hon); 2. Cory McDaniel (Yam); 3. Erik Nye (Yam); 4. Nick Davis (Yam); 5. Matt McCrummen (Yam).

125 BEG: 1. John Goodby (Yam); 2. Chad Lowenberg (Suz); 3. George Stephenson III (Kaw); 4. Matty Bernal (Kaw); 5. Dallas Hinds (Suz).

125 JR D-1: 1. Steve Martens (Suz); 2. Kris Rivas (Yam); 3. Ryan Lester (Yam); 4. Sam Sawdey (Yam); 5. Adam Miner (Yam).

125 JR D-2: 1. Kyle August (Yam); 2. Cole Bridenbaker (Kaw); 3. Josh Phillipson (Hon); 4. Bobby Dennis (Yam); 5. Dan DeNuzzo (Hon).

125 INT: 1. Jesse Ketcham (Suz); 2. Jeremy Israel (Yam); 3. Aaron Burns (Yam); 4. Evan Laughridge (Suz); 5. Mike Mason (Suz).

125 PRO: 1. Scott Davis (Suz); 2. Trevor Meagher (Suz); 3. Jake Windham (Suz); 4. Jerrad Fisher (Suz); 5. Daniel Blair (Yam).

250 BEG: Nick Ponzo (Hon); 2. Greg Crisow (Yam); 3. Steve Slaney (Kaw); 4. Adam Hansel (Hon); 5. Mike Morgan (Kaw).

250 JR: 1. Sam Sawdey (Yam); 2. Eddie Caret (Kaw); 3. Ben Hatch (Hon); 4. Jason Mullaney (Yam); 5. Tim Stowe (Suz).

250 INT: 1. Jeremy Israel (Yam); 2. Aaron Burns (Yam); 3. Craig Truglio (Kaw); 4. Zeb Armstrong (Yam); 5. Michael Gorda Jr. (Hon).

250 PRO: 1. Jake Windham (Suz); 2. Jeff Northrop (Kaw); 3. Dave Lodermeier (Yam); 4. Danny Paladino (Yam); 5. Daniel Blair (Hon).

500 AM: 1. Zeb Armstrong (Yam); 2. Mike Hodges (Yam); 3. John Moore (Yam); 4. Ben Mies (Kaw); 5. Phil Segundo (Hon).

SCHBY: 1. Mike Anderson (Yam); 2. Steve Mertens (Suz); 3. Bobby Meyer (Yam); 4. Jesse Olson (Yam); 5. Freddy Weichers (Hon).

25+ AM: 1. Scott Deroco (Suz); 2. Kevin Smith (Yam); 3. Ron Sharp (Suz); 4. Aaron Mattson (Kaw); 5. Don Mendenhall (Yam).

25+ PRO: 1. Eric Ducray (Yam).

25+ MSTR: 1. Jon Zahort (Kaw); 2. Kevin Wise (Yam); 3. David Montgomery (Yam); 4. Mike Hodges (Suz); 5. John Matalamaki (Suz).

30+ BEG: 1. Roland Womack (Yam); 2. Bret Maddode (Kaw); 3. John Hodge (Yam); 4. Byron Miller (Suz); 5. Kevin Smith (Hon).

30+ JR: 1. Dan DeNuzzo (Hon); 2. R.K. Field (Suz); 3. Richard Cervantes (Kaw); 4. Cody Landers (Yam); 5. Richard Fox (Yam).

30+ INT: 1. Scott Deroco (Suz); 2. Mike Hodges (Suz); 3. David Montgomery (Yam); 4. Richard Quinones (Suz); 5. Ron Sharp (Suz).

30+ MSTR: 1. Jon Zahrt (Kaw); 2. Merle Hammer (Kaw); 3. Jimmy Robertson (Yam).

40+ AM: 1. Kim Darwazeh (Suz); 2. David Brillant (Yam); 3. Keith Cometta (Hon); 4. Dan Ristrom (Yam); 5. Doug Dennis (Yam).

40+ MSTR: 1. Dennis Smith (Yam); 2. Mike Gorda Sr. (Hon); 3. John Handelin (Suz); 4. Penny Sherman (KTM); 5. Philip Frisbie (Hon).

WMN: 1. Tina Handelin (Yam).

AMA/WML Ladies International Motocross Cup Championship

Kann claims crown

By Jim Sanderson and Debbie Matthews

(Above left) Angie Kuentjes (19) and Shelly Kann (16) lead the way at the AMA/WML ladies International Motocross Cup Championship in Binghamton, New York.

BINGHAMTON, NY, AUG. 28-29

The WML (Women's Motocross League) came out to the Broome-Tioga Sports Center for the weekend for two exclusive women-only motocross events: the 1998 AMA/WML Ladies International Motocross Cup and round four of the AMA/WML Women's National Championship Series. The first Ladies Cup was held in Fahensa, Italy, in 1992. Since that time, Ladies Cup races have been held in Russia, Canada and the United States. The Ladies Cup is held once a year, and all Cup races have been promoted by the WML except for those held in Italy and Russia. This year's Cup welcomed entrants from the United States, Estonia, Italy, Sweden and New Zealand.

American riders have traditionally dominated the Cup, but the field of riders for this year's event was the most competitive to date. The WML is currently negotiating to hold future Cup races in France or Japan. Sponsors of the Cup include AGP, Scott, Dunlop, Bridgestone, Competition Direct, Honda, Suzuki, Yamaha, FMF, Ceet, Mother Polish, Fox, White Brothers, Alpinestar, Motion Pro, IMS and RK Chains.

The first moto of the AMA/WML Ladies International Motocross Cup got under way with holeshot credit going to Shelly Kann and Kristy Shealy. The two were side by side through the first turn, but Italian national champ Stefy Bau had the lead by the Pro National finish-line double. When the pack emerged from the front section, the top five were Bau, Shealy, Kann, Amber Hughes and Traci Fleming. Tania Satchwell, the New Zealand national champion, had sixth after working her way through the pack from a terrible start off the gate. Trailing Satchwell were Warch, Bednar and Nikki Harris. The 1997 Ladies International Motocross Cup Champion, Dee Wood, crashed hard in the front section of the racecourse on the first lap. She decided to sit out the rest of the event and concentrate her efforts on her bid for the 1998 AMA/WML national title. On lap two, Bau began to open up her lead over Shealy. Shealy, riding with a cracked sternum and a twisted knee sustained at the Loretta Lynn's Amateur Nationals, did her best to hold off a hard-charging Kann in third. By lap three, the top four remained the same, with Tania Satchwell getting by Fleming for fifth. Satchwell then charged after Hughes and got by for fourth in the front supercross section on lap seven. With two laps to go, Kann got by Shealy for second but could not reel in the Italian National champ. The moto finishing order went into the books as Bau, Kann, Shealy, Satchwell, Hughes, National Champion Fleming, Harris, Angie Keuntjes, Canadian Kristine Sundahl and Glen Helen National winner Sedanna Losey.

Kann and Shealy, gated on the far inside, blasted off the gate in the second moto with Kann taking holeshot honors, followed by Keuntjes, Hughes, Bau, Satchwell and Shealy. Two turns later at the Pro National finish-line double, Keuntjes crossed it up over the double with another rider, creating a spectacular crash and forcing the pack to scatter. The lead pack regrouped and began an intense battle for the lead. On the downhill straight near the start area, it was Bau out front, with Shealy, Kann and Hughes trailing. Bau bobbled, allowing Kann to take the lead and Hughes into second. Hughes pressured Kann for the lead over the National finish-line double but the outcome wasn't known until the leaders emerged from the front section of the racecourse. Kann came out first, followed by Hughes, Bau, Shealy and Satchwell. The top five were within striking distance of each other and it was anybody's race.

The top five were all doing the big Broome-Tioga dinner table. At the end of lap two, Kann and Hughes were side by side over the downhill triple, but Kann managed to hold Hughes off again. Satchwell was back in the top five by the third lap, with the running order Kann, Hughes, Bau, Satchwell and Shealy. Bau and Satchwell moved up to second and third while Hughes dropped to fourth and Shealy held on to fifth. By lap four, Kann was still out front but the top five were really dicing it up out there. Within one lap's time, Bau crashed, remounted in fourth, dropped to fifth and then worked her way back to second. Satchwell passed Shealy for third at the second tree turn on lap five. By lap seven, Satchwell had caught Hughes and the two battled it out bar to bar, with Satchwell finally getting by for second. Hughes then went down, giving Satchwell some breathing room, allowing her to concentrate on catching Bau. Bau seemed to be waiting patiently for Kann to make a mistake, but it didn't happen. The moto finished with Kann out front, followed by Bau, Satchwell, Shealy, Fleming, Hughes, Harris, Sundahl, Michelle Bednar and Sedanna Losey.

Kann took the overall and the World Cup crown with her 2-1 finish. Italian sensation Stefy Bau took the runner-up spot on the podium with her 1-2 finish, and New Zealand's Tania Satchwell took the remaining spot on the podium. CN

Broome-Tioga Sports Centsr
Binghamton, New York
Results: August 28-29, 1998

PRO NATL: 1. Shelly Kann (Yam); 2. Stefy Bau (Kaw); 3. Tania Satchwell (Kaw); 4. Kristy Shealy (Kaw); 5. Traci Fleming (Yam).

Abbott aflame at Inferno HS

By Mark Gowin

BARSTOW, CA, AUG. 23

Team Green's Destry Abbott pushed hard at So. Cal. Motorcycle Club's Inferno Hare Scrambles to take the overall honors after hammering two rock-infested 27-mile loops on a sweltering day. The race action, covering Stoddard Valley, was also on fire. The first banner dropped and sent the wave of Experts picking out the lines through the rocks and harsh cross-grain washes on a short bomb run that "funneled" right up a steep 100-yard loose-rock hill. The hill quickly became littered with downed and struggling riders, many having to push their way to the top, as the visibility turned to almost zero in the ultra-hot and dusty conditions. Abe Baumann was one of the first to the top, but he was then passed by KTM-mounted Eric Hallgath and Destry Abbott. On the way to the bomb, Hallgath lost his clutch but was still able to hold off Abbott for the first half of the first loop.

Abbott has had a great race year and has certainly become one of the top off-road racers in the country. Abbott, doing suspension mods to his bike, decided to test it at his first District 37 desert race other than a national event.

"Bones and I were working on my suspension and decided to test the bike at the race," said Abbott. "The bike worked real well in the cross-grain and in the rocks. Both Hallgath and Ondas gave me a good push. I rode as fast as I could. It was a real hairball bomb run, and I was running fourth to the bomb. Hallgath gave me a good race. He was running the first half of the first loop until he waved me by on a rocky uphill. You sure don't see that very often. Hallgath caught me and passed me back. On the second loop, we both went back and forth. It was a lot of fun."

FMF/KTM of Mojave/O'Neal-backed Hallgath finished second overall and first 200. Hallgath, who has been smoking the 200cc class all this year, certainly displayed his desert-racing expertise, considering he was riding without a clutch the entire race and was still able to provide Abbott with some very close competition. Hallgath finished seconds behind Abbott.

"I had a blast," said Hallgath. "I was behind Abe (Baumann) at the bomb, and then I got by him and took the lead. I lost my clutch right off and stalled the bike a few times on the downhills because I was without a clutch. Destry and I went back and forth the second loop, which made it real fun."

Team Green's Dave Ondas finished third overall and first District 37 Open-class rider, followed closely by the Viewfinders Motorcycle Club's Ron Schuler, who had a great ride aboard his KX500.

Steve Hengeveld rode his Team Green Kawasaki 250 to the first 250cc Expert spot and fifth overall, with Ruts Motorcycle Club's Abe Baumann taking the first Vet Open spot and sixth overall.

The Viewfinders Motorcycle Club's Casey Longman motored his XR600 through the tight and rocky course for the first Four-Stroke spot, and Dirt Diggers Motorcycle Club's Jon Parks finished first in the Vet 250cc class.

Team Green/Pro Circuit/HBMC's Doug Chiapuzio was running fifth behind Baumann early on in the race when he had a hard get-off on a downhill. Chiapuzio refused to quit after his crash and charged back to a second-place finish in the 250cc Expert class.

"I had the wind knocked out of me," Chiapuzio explained, "and then I found that my throttle was stuck when I tried to get going again. By the time I got that fixed, the amateurs were coming by. I just rode hard and didn't quit and I was still able to pick up a second in class."

Checkers Motorcycle Club's Anna Cody showed that she fully recovered from the broken-arm she sustained a few months ago and rode hard to a first in the Women's Expert class and 40th overall.

Traveling all the way from Arizona and also smoking in the Women's Expert class was 17-year-old Kelly Yancey, who is currently the Women's national Hare and Hound number-two rider. Yancey had a good ride and finished a strong second in the Women's Expert class, seven positions behind Cody. The Team Green/IMS/Stroker-backed Yancey called it an "awesome race."

"I thought that the course would be more like Lucerne, with a lot of whooped-out trails, but this was really neat," said Yancey. "I enjoyed the hard-packed trails and all the fresh, new stuff out there. The rocks weren't a problem, and it was great practice for the next national hare and hound."

First Amateur was Fun Team's Nick Barlow, who finished an impressive 28th overall, and Jeff Finerty took both top Novice and Novice Four-Stroke honors at 76th overall. CN

Inferno Hare Scrambles
Barstow, California
Results: August 23, 1998

OPEN BEG: 1. Christopher Baskin (Kaw); 2. Dan Lopez (Hon).
OPEN NOV: 1. F. Strong (Hon); 2. Bronson Garcia (Kaw); 3. C. Mark Wilson (KTM); 4. Sean Guttieriz (Kaw); 5. Kevin Night (Kaw).
OPEN AM: 1. Chuck Willis (Kaw); 2. Cliff Jennings (Hus).
OPEN EX: 1. Destry Abbott (Kaw); 2. Dave Ondas (Kaw); 3. Ron Schuter (Kaw); 4. Chuck McBurney (Kaw); 5. Mike Baskin (Kaw).
250 BEG: 1. Allen Pavilla (Hon); 2. Scott Saunders (Yam); 3. Alex Holton (Hon); 4. Brian McCartney (Hon).
250 NOV: 1. Mark Edwards (Kaw); 2. Danny Fitzgerald (Hon); 3. Chris Esperanza (Kaw); 4. Michael Caudillo (Kaw); 5. Anthony Underwood (Kaw).
250 AM: 1. Nick Barlow (Kaw); 2. Don Campbell (Yam); 3. Darren Hobbkick (Kaw); 4. Rob Peters (Yam); 5. Walter Lunn (Kaw).
250 EX: 1. Steve Hengeveld (Kaw); 2. Doug Chiapuzio (Kaw); 3. Joey Lanza (ATK); 4. Jay Shreffer (Yam).
200 BEG: 1. Sam Valenzuela (Hon); 2. David John (Kaw).
200 NOV: 1. Ben Garcia (Yam); 2. Jason Lighthart (Kaw).
200 AM: 1. Colby Gulledge (Kaw); 2. Brendan Lutes (Kaw); 3. Ron Nozaki (Kaw); 4. Jason Ruane (Kaw); 5. Scott Hiatt (Yam).
200 EX: 1. Eric Hallgath (KTM); 2. Steve Combs (Kaw); 3. Christopher Gill (Kaw).
WMN EX: 1. Anna Jo Cody (Kaw); 2. Kelly Yancey (Kaw); 3. Lori Conway (Hon).
4-STRK BEG: 1. Matt Lagerman (Hon); 2. Randy Reames (Hon).
4-STRK NOV: 1. Jim Finerty (Hon); 2. Curt Deleon (Hon).
4-STRK AM: 1. David McCord (Yam).
4-STRK EX: 1. Kris Keefer (Bon); 2, Mike Koncur (Yam); 3. George Pennington (Hus); 4. Brian Cunningham (Yam); 5. Donnie Morrison (Yam).
MINI BEG: 1. Travis Wagonal (Suz); 2. Corey Wolff (Kaw); 3. M. Lucas (Kaw); 4. Stephen Stepp (Yam).
MINI NOV: 1. Jeff Dillon (Yam).
MINI EX: 1. Craig Gulledge (Suz).
VET OPEN BEG: 1. Keith Urgre (Hon); 2. Brian Thompson (Kaw).
VET OPEN NOV: 1. Dave Olivas (Kaw); 2. Matt Shook (Hon); 3. Mike Kaplan (Kaw).
VET OPEN AM: 1. Thomas Gibson (Hon); 2. Marc Lungren (Hon); 3. Russ Wolff (Kaw); 4. Ron Pocher (KTM); 5. Mike Moore (Yam).
VET 250 BEG: 1. Dave Dwyer (Yam); 2. Juan Topete (Suz).
VET 250 NOV: 1. Mike Rusiewski (Kaw); 2. Flint Hodgens (Kaw); 3. John Stepp (Yam); 4. Kevin Rezende (Yam); 5. John Yokoyama.
VET 250 AM: 1. George Strong (Yam); 2. Dean Manuel (Yam); 3. Dennis Gallagher (Yam); 4. Tim Spaeth (Kaw); 5. John Stoffel (Yam).
VET 250 EX: 1. Jon Parks (Hon); 2. Mike Johnston (Yam); 3. Darin Aldridge (Hus); 4. Gary Borstner (Kaw); 5. Kevin Olin (KTM).
SR OPEN NOV: 1. Rick Overby (Hon); 2. Johnny Stevens (ATK); 3. Terry Caldwell.
SR OPEN AM: 1. Jeff Parker (Hon); 2. Michael Mills (Hon); 3. Gary Shafer (KTM); 4. Bob Williams (Hon); 5. Will Lighthart (KTM).
SR OPEN EX: 1. Rocket Rex (Kaw); 2. Phil Cloward (Kaw); 3. J.A. Morgan (Kaw); 4. Rudy Abele (Kaw); 5. Doug Clark (Hon).
SR 250 BEG: 1. Michael Valenzuela (Kaw).
SR 250 NOV: 1. Rick Nuss (Yam); 2. Daniel Barnett (Suz).
SR 250 AM: 1. James Riggs (Kaw); 2. Jim Geddes (Yam); 3. Robert Kock (Yam); 4. Steve Dillon (Kaw); 5. Scott Anderson (Yam).
SR 250 EX: 1. Charlie Barney (Kaw); 2. Kevin Rasten (Yam); 3. Rhett Higgens (Kaw); 4. Keith Jones (Kaw); 5. Scott Anderson (Yam).
MAG NOV: 1. Terry Brevske (Yam); 2. Yvon Martineau (Kaw); 3. Rich Stevens (Hon).
MAG AM: 1. Steve Peters (KTM); 2. Bill Warren (Kaw); 3. John Letzkus (Hon).
MAG EX: 1. Bill Maxim (Kaw); 2. Al Guzman (Kaw); 3. Benny Padilla (Yam) 4. Ernie Mnoian (Kaw); 5. Ray Waldbaum (Kaw).
S/SR: 1. Ed Butler (Kaw); 2. Joe Anastasio (KTM); 3. Ed Faffel (Hon); 4. Roger Gowin (Hon); 5. S.B. Gaetz (Yam).

AMA/WML National Championship MX

Kann shows her stuff

By Debbie Matthews

BINGHAMTON, NY, AUG. 29-30

The AMA/WML series has been anything but predictable. The previous three rounds have all had different winners, with seven different riders making the podium. Round four of the series proved to be no different, with yet another new overall winner, Tania Satchwell, the New Zealand national champion, and with Pro Action-backed Shelly Kann and Kristy Shealy gracing the podium. By the end of the four-race series, nine different riders had made podium appearances, making this the most competitive field of female racers ever assembled.

Despite finishing sixth overall, Dee Wood won the Women's Motocross League championship at the Broome-Tioga Sports Center.

As the series rolled into the New York hillsides of the Tom Hurd-owned facility of Broome-Tioga Sports Center, Team Green/LCS/Answer-backed racer Dee Wood held a 22-point lead over Thor/Scott/Binghamton Honda-sponsored Sedanna Losey of Reno, Nevada. Losey, who won the season opener at Glen Helen, needed a win to have a chance to steal the title from Wood, although a seventh and a finish in front of Losey would wrap up the title for Wood.

Wood's point lead was far from secure with the depth in the field. On hand to make life miserable for Wood was four-time Loretta Lynn's champ Kristy Shealy, 1998 Loretta Lynn's champ and 1998 World Cup champ Shelly Kann, Washougal winner Nikki Harris, defending National Champion Traci Fleming, New Zealand champ Tania Satchwell, 85cc Loretta Lynn's winner Sarah Whitmore, Amber Hughes, and Canadian hotshots Kristine Sundahl and Jolene Van Vugt.

With the battle lines clearly drawn, the riders lined up for the first moto. Adding drama to the scenario were the facts that Wood had crashed hard at the World Cup the day before the event and that her physical condition was questionable. As the gated dropped for moto one, Shealy ripped the start alongside Kann. With less than the width of a paper separating the two riders, Shealy slithered into the first-moto holeshot. Kann nipped at her heels, with Wood pulling alongside in third. Satchwell was fourth, with Harris, Angie Keuntjes, Losey, Fleming, Lindsay Cron and Hughes rounding out the top 10. As the pack headed up the hill, Shealy held the point position, followed by Kann. As they disappeared into the trees, Satchwell moved around Wood into third. As the riders hit the Dinner Table - a 90-foot tabletop - Satchwell silenced the crowd with a huge leap, closing the gap on second and prompting announcer Erv Brauhn to request oxygen masks for the arena.

Wood continued her backward slide into the pack as Harris gobbled her up on the following lap. Next in line was Hughes, who also wanted a piece of Wood. Just a tick behind and coming up fast was Fleming. Wood got a break when Losey crashed and dropped back to 10th. Keuntjes also fell victim to the track and the harried pace, as she also crashed at the halfway point, dropping to 18th. Up front, Shealy - racing with a cracked sternum and a bruised knee - was oblivious to the mad frenzy behind her. She soldiered on to a popular win over Kann, Satchwell, Harris and Wood, followed closely by Hughes, Fleming, Losey, Bonnie Warch and Van Vugt.

After the first moto, Kann admitted to being nervous on the start.

"I got a pretty good jump," she explained, "but not what I wanted. I tried to get around as many people as I could, real quick. The kickers were, like, three feet high and it was a little slick. When I saw Shealy look back before the white flag, I dug a little deeper. In the back section, I got caught behind a lapper. I was hoping to get around Shealy, but it just didn't work out that way."

"It was tough to pass out there," Harris added. "I was right with Dee the whole moto. I got by her about two laps from the end on this left-hand sweeper going uphill. This track is really fast and bumpy. There were big whoops on the downhills. You could hardly go that fast or the back end would kick around. You had to really ride cautious to make sure you stayed up."

A quick scan of the calculators showed Wood had gained three points on Losey. The only way Losey could gain the title was if Wood DNFed. Losey could only hope for lightning to strike twice. Should Wood suffer a disaster like she did during the World Cup, Losey would be champ. Wood's strategy was simple: Finish seventh or better and the title was hers.

As moto two roared off the line, Shealy again nailed the start, with Satchwell, Kann, Harris Fleming, Losey, Wood, Michelle Bednar, Keuntjes and Warch in tow. Satchwell took advantage of Shealy's battered body and leaped into the lead over the Dinner Table. Kann also quickly dropped Shealy to third as the riders dropped into the big downhill. Bednar was next to fold as Keuntjes relegated her to ninth. Hughes was mired in the pack following a fall and was riding the wheels off her U.S. Suzuki-backed mount, clawing her way into ninth by lap four.

Satchwell was clearly using her mastery of the Dinner Table to her advantage by using the large leaps to inch out some breathing room over Kann. Kann took advantage of the free school offered by Satchwell and soon added a few aerials of her own. Kann seemed to grow stronger as the moto progressed, and her probes on the leader became increasingly more aggressive. On the white-flag lap, Satchwell landed hard off a jump and severely twisted her ankle. Kann, sensing opportunity, attacked the wounded prey of Satchwell at every turn. Side by side, these two battled within inches as the flag came into view. Satchwell dug deep, repelling the advances of the determined Kann to secure the overall victory. Kann rolled across the line visibly disappointed in second, with Shealy claiming the final podium spot. Harris was again fourth, with Losey fifth and Wood sixth. Hughes elbowed her way into the seventh spot, followed by Keuntjes, Warch and Bednar.

As Satchwell limped to the podium, she reflected on the day's events.

"I got the holeshot and led most of the laps," she said. "I cased it over the Dinner Table one lap and really hurt my ankle. Every time I jumped it, the pain just shot up, but I handled the pain and kept it pinned and stayed in front of Kann for the win. It was good. The race was so competitive. I'm glad I was able to hold on to win. There was a three-way tie on points for the overall."

"I didn't get the start I wanted, but I moved up fast," Kann said. "I did good the first couple of laps and then kinda tensed up in the middle. The last few laps I felt really good, more relaxed. I wish the motos were longer. Next year I am going to train harder and be ready."

"At Loretta's, I bruised my sternum and tore the cartilage in my knee," Shealy said after her third-place ride. "I hit the handlebars and my legs came off the pegs. I thought I had punctured a lung because I was spitting up blood. I was trying to give it 100 percent today, but I am only at 85 percent and I still have to go to the doctor for my knee. The tracks in Texas don't get anywhere near as rough. This track beat me to death, but I love it! It is an awesome track. I wish we had more tracks like this in Texas. The girls put in a great ride today and they came out on top. It just wasn't my day." CN

Broome-Tioga Sports Center
Binghamton, New York
Results: August 29-30, 1998 (Round 4 of 4)

MOTO 1: 1. Kristy Shealy (Kaw); 2. Shelly Kann (Yam); 3. Tania Satchwell (Kaw); 4. Nikki Harris (Hon); 5. Dee Wood (Kaw); 6. Amber Hughes (Suz); 7. Traci Fleming (Yam); 8. Sedanna Losey (Hon); 9. Bonnie Warch (Yam); 10. Jolene Van Vugt (Kaw); 11. Sarah Whitmore (Yam); 12. Kristi Myers (Kaw); 13. Kristine Sundahl (Yam); 14. Michelle Bednar (Hon); 15. Stephanie Perron (Kaw); 16. Lindsay Cron (Suz); 17. Jacki Hudson (Kaw); 18. Angie Keuntjes (Yam); 19. Ericka Cook (Kaw); 20. Jennifer Veltre (Yam); 21. Sarah Klamfoth (Hon); 22. Jennifer Krause (Kaw); 23. Olga Ukrainets (Suz); 24. Sherrie Hutchins (Hon); 25. Mariel Osner (Kaw); 26. Jennifer De Leonardo (Kaw); 27. Marla Lombardo (Hon).

MOTO 2: 1. Tania Satchwell (Kaw); 2. Shelly Kann (Yam); 3. Kristy Shealy (Kaw); 4. Nikki Harris (Hon); 5. Traci Fleming (Yam); 6. Sedanna Losey (Hon); 7. Dee Wood (Kaw); 8. Amber Hughes (Suz); 9. Angie Keuntjes (Yam); 10. Bonnie Warch (Yam); 11. Michelle Bednar (Hon); 12. Kristine Sundahl (Yam); 13. Jolene Van Vugt (Kaw); 14. Sarah Whitmore (Yam); 15. Jacki Hudson (Kaw); 16. Kristi Myers (Kaw); 17. Stephanie Perron (Kaw); 18. Lindsay Cron (Suz); 19. Sarah Klamfoth (Hon); 20. Jennifer Veltre (Yam); 21. Ericka Cook (Kaw); 22. Jennifer Krause (Kaw); 23. Olga Ukrainets (Suz); 24. Sherrie Hutchins (Hon); 25. Marla Lombardo (Hon); 26. Mariel Osner (Kaw); 27. Jennifer De Leonardo (Kaw).

O/A: 1. Tania Satchwell; 2. Shelly Kann; 3. Kristy Shealy; 4. Nikki Harris; 5. Traci Fleming; 6. Dee Wood; 7. Sedanna Losey; 8. Amber Hughes; 9. Bonnie Warch; 10. Jolene Van Vugt; 11. Michelle Bednar; 12. Kristine Sundahl; 13. Sarah Whitmore; 14. Angie Keuntjes; 15. Kristi Myers; 16. Jacki Hudson; 17. Stephanie Perron; 18. Lindsay Cron; 19. Sarah Klamfoth; 20. Jennifer Veltre; 21. Ericka Cook; 22. Jennifer Krause; 23. Olga Ukrainets; 24. Sherrie Hutchins; 25. Mariel Osner; 26. Marla Lombardo; 27. Jennifer De Leonardo.

AMA/WML NATIONAL MX CHAMPIONSHIP SERIES (After 4 of 4 rounds): 1. Dee Wood (168); 2. Sedanna Losey (144/1 win); 3. Traci Fleming (134); 4. Shelly Kann (132/1); 5. Angie Keuntjes (106).

NASB Cycle Fest, Round 5:
Homestead Motorsports Complex

Harrington cleans up

By Jennifer Gardiner

HOMESTEAD, FL. SEPT. 13

With race winner Todd Harrington going wire to wire in the EBC Brakes Sport Bike final, there was little drama in the race. There was, however, plenty of pre-race excitement for series points leader Brian Livengood.

Livengood crashed his Suzuki GSXR600 in qualifying, totaling the bike. He scrambled to borrow a Honda for the race, and was able to hang onto the points lead with a seventh-place finish. Livengood now leads David McGrath in the championship standings with a 16-point margin going into the series finale at Daytona International Speedway. Billy Graef and his Buell Lightning sit third in the standings, another 10 points behind McGrath.

The race was all Harrington right from the start. Sitting on the pole after qualifying a full second faster than Valvoline Emgo Suzuki's Grant Lopez, the 4&6 Cycles-backed rider jumped right to the front with Lopez getting off the line second. Joseph Gill and McGrath established themselves in a battle for third with McGrath dogging Gill throughout the race.

Harrington ran away and hid from everyone with Lopez holding a secure spot in second. By the end of the race, Harrington had some 7 ½ seconds over Lopez. With the race winding down, McGrath began to pressure Gill and was able to take over the final podium spot at the finish.

Billy Graef finished second to Mike Ciccotto for the second time in as many races in the Harley-Davidson race, but he has all but locked up the Harley-Davidson Twin Sports National Championship. With a 33-point edge over Brian Bodine in the standings, he is only two points shy of winning his second straight title. Even if Graef misses the final round at Daytona, Bodine would have to win the race to wrestle the crown away from the defending champion. Richie Morris used a third-place showing to leap frog from sixth to fourth in the point standings.

Even with the national title nearly in hand, Graef has to be worrying about Ciccotto's recent victories as the Harley riders prepare for the Twin Sports World Final that will be part of the Daytona weekend. Daytona will host two Twin Sports races with the first round being the last of the national races, and both races counting toward the World Championship. Based on his performances at Road Atlanta and Miami, Ciccotto has established himself as the new man to beat.

Shawn Conrad had a miserable weekend on his Sportster in Florida. After qualifying third, he was dropped to the rear of the grid when his engine measured too strong on the NASB Dynojet dynamometer in post-qualifying testing. It got worse when Conrad dropped out of the race after just two laps, finishing last in the 10-rider field.

Conrad, though, earned his first career victory in the Buell Lightning Series at Miami, beating Road Atlanta first-time winner Chad Healy to the finish-line stripe by over seven seconds. Bodine came in third.

Series points leader Graef led from the pole on the opening lap with Conrad, Morris and Bodine in tow. Graef's lead came to an end on the fourth lap when he had a low-speed spill in turn eight, a decreasingleft-hander that leads back onto the straight. The crash broke off his shifter and clutch lever, and forced him out of the race.

With Graef gone, Conrad took over the lead with Morris right behind. Healy moved past Morris and Bodine late in the race to finish second. Graef continues to lead the standings by 15-points over Brian Conley who limped to a 13th-place finish. Conrad's win moved him to third in the standings, three behind Conley.

Rolando Quintero won the closest race of the day and moved into the points lead in the HRC Grand Prix Series for 125cc GP machines. Off the start it was Richard Copabianca taking the lead over polesitter Quintero and Greg Esser. Copabianca got passed by both riders as they set their own pace in a battle for victory. Switching back and forth, Quintero had the power on the straights as Esser got the better of the challenger in the turns.

Late in the race, Lavaughn Montgomery moved up to join the leading duo. The win wasn't decided until the last lap when Quintero made one final pass and built a small margin to finish a half-second ahead of Esser with Montgomery hanging on for third.

Steward Aitken-Cade, who led the series standings after the last two rounds, could only manage a seventh-place showing at Miami and dropped to third in the standings behind Quintero and Montgomery. Only six points separate the front-running trio, leaving the final race at Daytona as the most important of the season.

Lopez put in the most dominant performance of the weekend, topping a field of 18 riders in the Sunoco GTO class and ending up with a whopping 29-second margin of victory at the end of the 11-lap race. Local hotshoe Shawn Preitro was expected to be dominant, but had to settle for second place.

Harrington went wire-to-wire to win the GTU class with Joseph Gill and Emanuel Manusuthakis joining him on the podium. In the GT Lights division, Christopher Bay rode a Ducati 750 to outpower the other 15 riders in the race. Dominic Aubry put up the best challenge on his Honda 650. Brian Livengood earned the first 1998 championship of the year in the Sunoco GTU class after finishing fifth on the day. He holds a 52-point advantage over Kris Klubb with a maximum of only 35 points possible in the season finale. Ryan Meyer, who hasn't missed a round all year, tops the standings in the GTO field with 24 more points than Michael Fitzpatrick. The GT Lights championship is as close as it can get with Bill Wachholder leading Ron Perry by a single point after Miami. CN

Miami-Dade Homestead Motorsports Complex
Homestead, Florida
Results: September 13,1998

EBC BRAKES S/BK: 1. Todd Harrington (Suz); 2. Grant Lopez (Suz); 3. David McGrath (Suz): 4. Joseph Gill (Kaw); 5. Emanuel Manusuthakis (Suz).

HARLEY-DAVIDSON TWIN SPORTS: 1. Mike Cicotto; 2. Billy Graef; 3. Richie Morris; 4. Brian Bodine; 5. Michael Friberg.

BUELL LIGHTNING: 1. Shawn Conrad; 2. Chad Healy; 3. Brian Bodine; 4. Richie Morris; 5. Michael Friberg.

HRC GRAND PRIX SERIES BY IDEMITSU: 1. Rolando Quinter (Hon); 2. Greg Esser (Hon); 3. Lavaughn Montgomery (Hon); 4. Richard Capobianco (Hon); 5. David Doe (Hon).

SUNOCO GTO: 1. Grant Lopez (Suz); 2. Shane Prieto (Kaw); 3. Michael Fitzpatrick (Kaw); 4. Todd Harrington (Kaw); 5. Rick Narup (Muz).

SUNOCO GTU: 1. Todd Harrington (Kaw); 2. Joseph Gill (Kaw); 3. Emanuel Manusuthakis (Suz); 4. Nino Alegria (Kaw); 5. Brian Livengood (Suz).

SUNOCO GT LIGHTS: 1. Christopher Bay (Duc); 2. Dominic Aubry (Hon); 3. Sean McNew (Hon); 4. Ron Perry (Yam); 5. Greg Doney (Hon).

John Deemer, on his Maico, won all four motos in the Sportsman 250cc Expert and Over 40 Expert classes at the Midwest Regional Motocross Series in Belding, Michigan.

Maley the man at Michigan's hot new MX track

By Mark Thompson

BELDING, MI, AUG. 16

We've all dreamed of having our own private motocross track and then inviting a few dozen of our racing buddies to come share the fun. Tom McGuire decided to actually do it. He created a superb track just a few miles down the road from Grattan Raceway, site of the AHRMA Nationals in June. Tom and his family and friends spent weeks clearing brush and trees on a corner of his farm to carve out a wide, fast and vintage-friendly track, complete with multiple uphills and downhills, several jumps, a short woods section, a long and deep sand wash with a turn in the middle, plus a long start straight.

On August 16, motocrossers filled out 82 entry slips, making the first race at the new track a success. It was hot and sunny, which wore people out and created a dust problem for people taking their time getting to the first turn.

First to the line were the Over 30 and Over 50 Intermediates, with the Over 30 Experts starting in the second wave. In both motos, Mark Thompson and his Maico pulled holeshots, only to have Tom Boyd and his Husky catch him within a lap in the sand wash. Both won their classes.

Meanwhile, the Over 30 Experts were engaged in a dogfight, with Fritz Kling winning the first moto over CZ pilot Scott Stanford. Stanford had Mike Zimmerman on a booming KX450 breathing down his neck, and sometimes in front of him. The top three positions got shuffled around in the second moto, with Stanford winning for the overall, and Kling's 1-3 score besting Zimmerman's 3-2.

On a demanding track such as this, and with temperatures in the 90s, a rider may not want to ride back-to-back motos. In spite of that, Roy Maley immediately put his Maico back on the starting line after the first race to win the Over 60 Intermediate class. Keeping him company in this race were the Over 40 Novice winner, CCM-mounted Bill Barrow, and Jeff Angstman and Fred Kling.

Two riders who have been dominating their classes this season are Andy Hardin and John Deemer. Harden was once again the king of the Sportsman 500cc Intermediates, collecting both moto wins despite the efforts of Mark Nelson, Mark Thompson and off-road director Ron Winget. Meanwhile, John Deemer once again put his Maico in front of the Over 40 Experts, collecting the win over Mike Zimmerman's KX and Alex Krisher's Can-Am.

Results

PREM 500: 1. James Carlson (Tri).
CLSSC 125 NOV: 1. Ed Kubik (Pen); 2. Karsten Illg (Pen).
CLSSC 125 INT: 1. Charles Schank (Mai); 2. Dan Beher (DKW); 3. Justin Illg (Pen); 4. Randy Illg (Pen).
CLSSC 125 EX: 1. Brad Kennard (Pen).
CLSSC 250 NOV: 1. Chris Makynen (BSA).
CLSSC 250 EX: 1. Brad Kennard (Oss).
CLSSC 500 NOV: 1. Jeff Krupp (BSA).
CLSSC 500 INT: 1. Tim Swain (Bul).
CLSSC 500 EX: 1. James Smith (BSA).
SPTSMN 125 INT: 1. Greg Shoup (Hon); 2. Terry Schwark (Hon).
SPTSMN 125 EX: 1. James Smith (C-A); 2. Brad Kennard (Pen).
SPTSMN 250 NOV: 1. Shannon Scott (Hon).
SPTSMN 250 INT: 1. Tom Boyd (Hus); 2. Joe Middleton (CZ); 3. Bruce Patrick (Bul); 4. Chris Johnson (C-A); 5. Cam Greguske (Yam).
SPTSMN 250 EX: 1. John Deemer (Mai); 2. Scott Stanford (CZ).
SPTSMN 500 NOV: 1. Bill Barrow (CCM).
SPTSMN 500 INT: 1. Andrew Hardin (Hus); 2. Mark Nelson (CZ); 3. Mark Thompson (Mai); 4. Charles Spann (Bul); 5. Ron Winget (Mai).
SPTSMN 500 EX: 1. Mike Zimmerman (Kaw); 2. Phil Hanford (CCM).
30+ NOV: 1. Tim Hardin (Hus).
30+ INT: 1. Mark Thompson (Mai); 2. Bruce Patrick (Bul).
30+ EX: 1. Scott Stanford (CZ); 2. Fritz Kling (Mai); 3. Mike Zimmerman (Kaw); 4. James Smith (C-A); 5. Alex Krisher (C-A).
40+ NOV: 1. Bill Barrow (CCM); 2. Jeff Angstman (CZ); 3. Fred Kling (Mai).
40+ INT: Andrew Hardin (Hus); 2. Cain Greguske (Yam); 3. Mark Nelson (CZ); 4. Mark Thompson (Mai); 5. Ron Winget (Mai).
40+ EX: 1. John Deemer (Mai); 2. Mike Zimmerman (Kaw); Alex Krisher (C-A).
50+ NOV: 1. Fred Kling (Mai); 2. Ed Kubik (Pen).
50+ INT: 1. Tom Boyd (Hus); 2. Roy Maley (Mai); 3. Daniel Beher (Hus); 4. Charles Schank (Mai); 5. Kim Armstrong (Mai).
50+ EX: 1. Phil Hartford (CCM).
60+ INT: 1. Roy Maley (Mai).
60+ NOV: 1. Henry Phillips (Ric).

Stratton steals the show at Palmyra Motocross

By Melissa Threadgill

PALMYRA, NY, AUG. 23

Bruce Stratton, aboard the Palmyra Racing Association-sponsored Suzuki, won both motos of the 201-Open Expert class to receive first overall.

Bill Silverole absconded with the first-moto holeshot, followed by Stratton, Pete Phillips, Aaron Dieter and Scott Ghidiu. Stratton put pressure on Silverole, and the two distanced themselves from the rest of the pack. Dieter and Phillips battled for third and fourth, while Ghidiu began to receive some pressure from Bart Lucas and Joe Celso. Silverole used the big uphill triple to his advantage, along with the high-speed fly-off. Stratton, however, managed to make up ground on the back section of the track. He eventually made the pass.

As Stratton began to open up a three-second lead, Phillips opened up a little in third. Dieter was all alone in fourth. Ghidiu managed to hold on to fifth for a while, but Lucas went down. A late-moto charge for the front by Casey Higgins saw him overtake Celso, and then Lucas. On the last lap, Higgins was also able to get around Ghidiu. Stratton took the checkers, followed by Silverole, Phillips, Dieter and Higgins.

In the second moto, of Silverole once again grabbed the holeshot, and he was followed by Greg Meeder, Stratton, Lucas and Dieter. Silverole and Stratton again began to pull away from the rest of the pack. As Stratton tried to make a pass in a corner, both bikes became entangled and the two front-runners went down. Meeder took over the lead, followed closely by Dieter and Phillips, as Silverole and Stratton got up in last place. On the flyoff, both Dieter and Phillips

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www.azmotorsports.com

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San Jose, CA 95112
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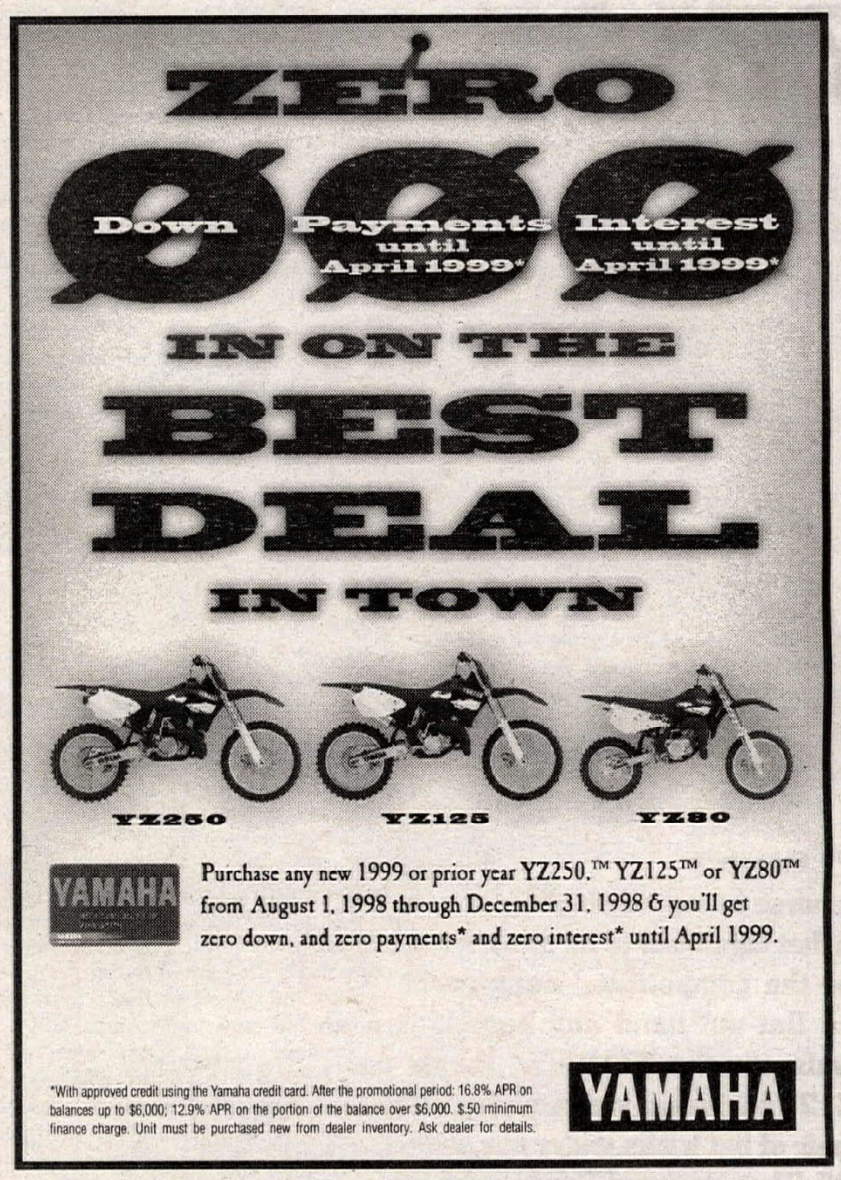

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Dalton, GA 30721
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Buck's Powersports
393 E. U.S. Hwy #30
Valparaiso, IN 46383
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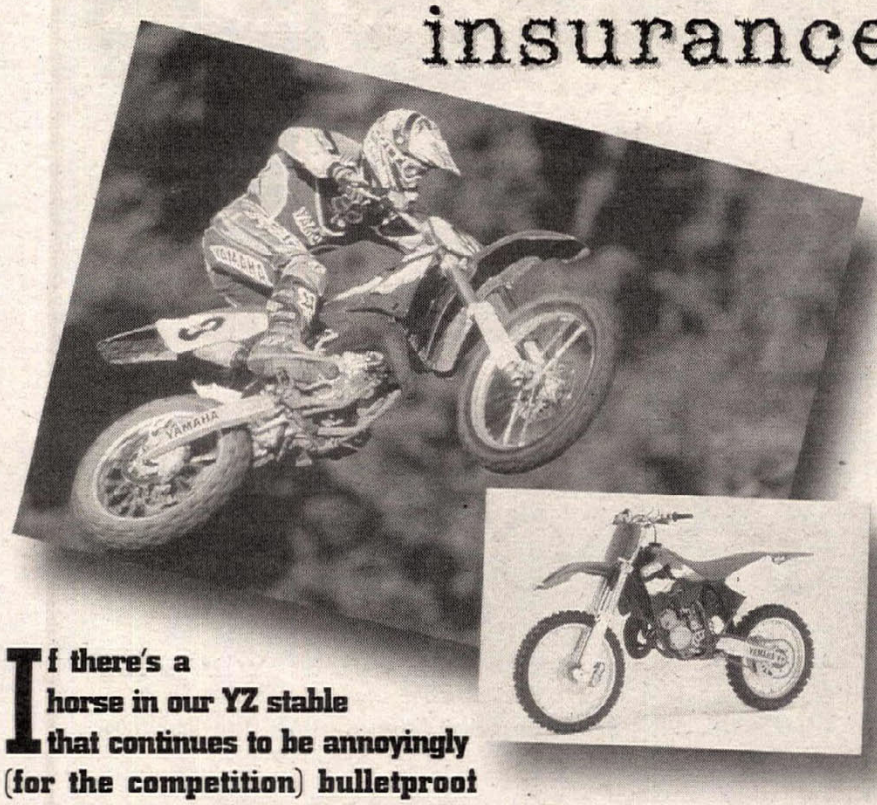
Participating Yamaha Dealers

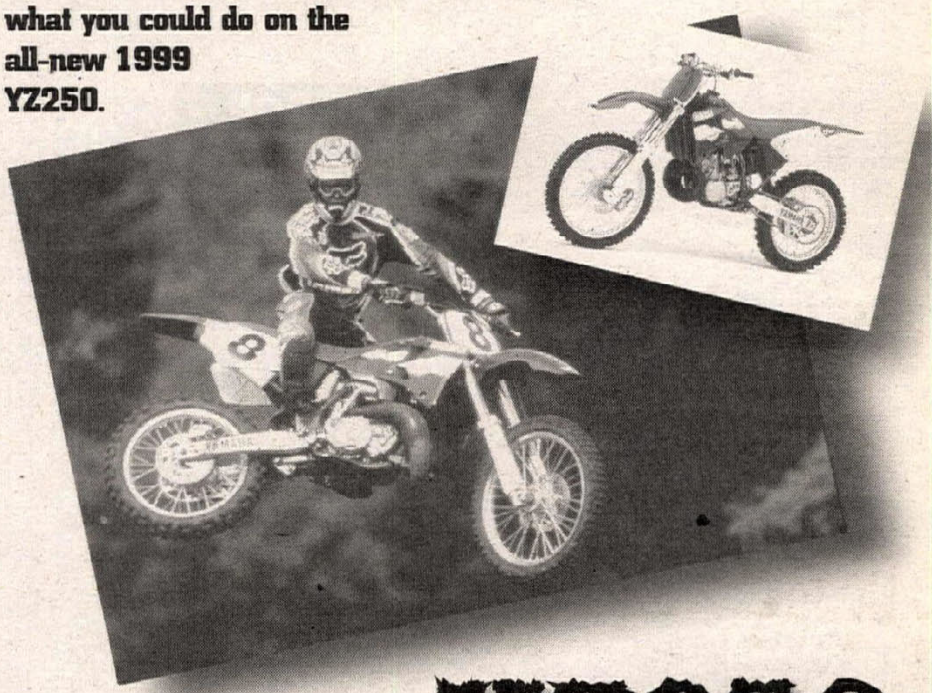
YZ125

Victory insurance



If there's a horse in our YZ stable that continues to be annoyingly (for the competition) bulletproof and flat-out head and bar clamps above its rivals, it's the YZ125™. Hands down. No contest. And if the YZ125's winning status weren't high enough praise, we've now got a pair of hat tricks under our saddle to the tune of three consecutive 125 West Regional Supercross titles and three straight "125 Bike of the Year" awards (MXA Magazine). Call us greedy, but we'd kind of like to make that four in a row. So we put a call into our factory think tank, and let's just say we've raised the bar—again. Intake and exhaust porting have been reshaped and resized, as have the YPVS powervalve seal and carburetor, all with the goal of delivering more mid-range grunt and enhanced high-rpm acceleration. Translation: An even broader powerband with on-tap, usable power across the rev range. And to go with that newfound might are the same chassis upgrades that made their way onto the YZ250: a new, lighter-weight swingarm, revamped fork and shock internals, all-new rear hub, Excel rims and Dunlop 739s. A stronger engine in a lighter, more responsive chassis. Told you we were serious about making that four in a row.

We were ecstatic when Jeremy McGrath won the '98 Supercross championship aboard his YZ250, so we got to thinking: We need to make a statement. And here it is: the newest, most-advanced, sharpest-edged YZ250™ to ever brandish the Yamaha name. We've retooled the engine from crankshaft to cylinder head, increasing the stroke to boost low- and mid-range power for instant, corner-exiting rip. We've also adopted a solenoid-activated Power Jet carburetor for quicker acceleration and a new three-valve Yamaha Power Valve System (YPVS) that puts the snap back into crackling-quick throttle response. And we've made sure that power gets to the ground effortlessly through a smoother, stronger clutch and new, more precise three-bar shifting assembly. Add to that a lighter, stronger swingarm, revamped fork and shock internals, a new rear hub, Excel rims, new Dunlop 739s and a slew of other refinements, and you'll begin to see how serious our intentions are for the new year. And to think that Supermac won the SX title on our, well, "old-generation" bike. Scary to imagine what you could do on the all-new 1999 YZ250.



YZ250

All new. All business.

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Council Bluffs, IA 51501
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Ramsey, NJ 07446
201/825-3333

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Sussex, NJ 07461
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Oklahoma City, OK 73112
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3401 S. Meridian
Oklahoma City, OK 73119
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806/373-3053

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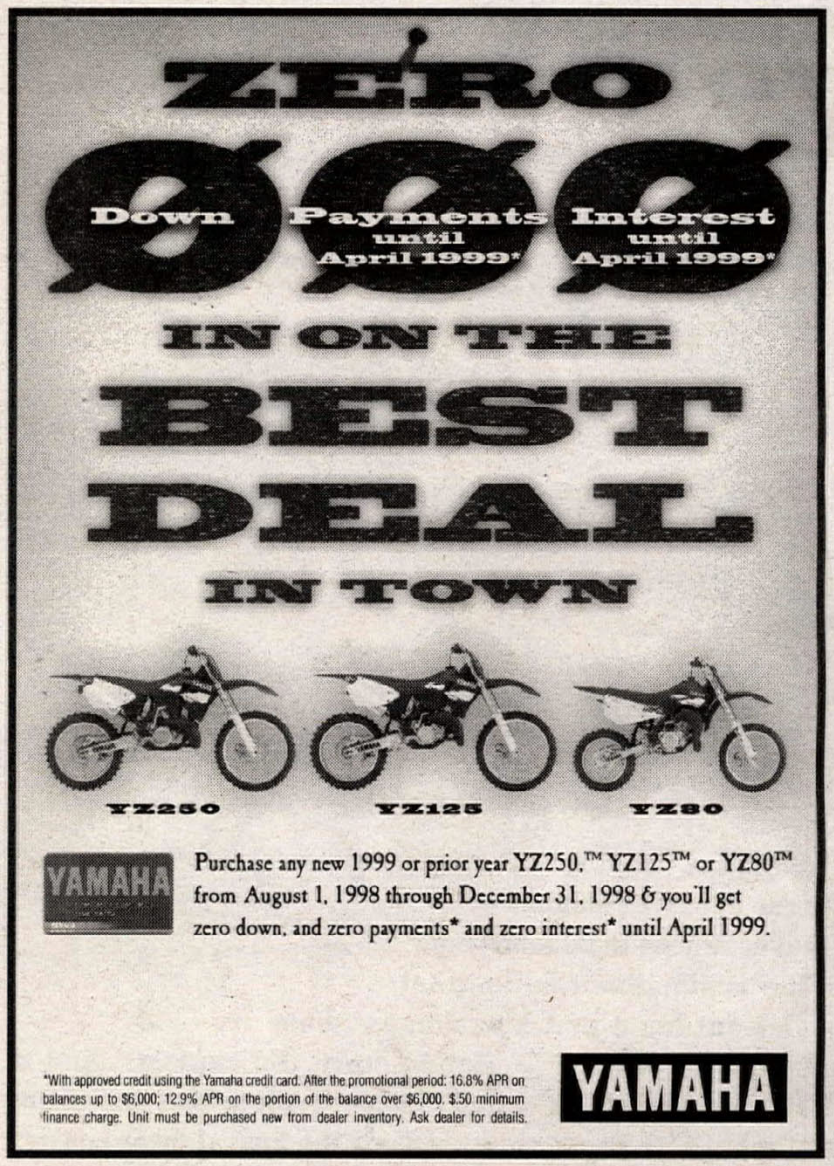

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Participating Yamaha Dealers

YZ400F

Four strokes.
One mission.

YAMAHA

It started when Doug Henry delivered a crushing blow to the SX world two years ago by spanking the entire field aboard his factory YZM400 four-stroke at the '97 Supercross finale in Las Vegas. We couldn't have wished for a better showcase for the dominating, state-of-the-art technology found on what's now our production YZ400F™—a bike that pretty much swept 1998 Bike of the Year honors. With its ultra short-stroke, 5-valve, torque-packed powerplant, "works-style" KYB suspension and race-bred YZ chassis, there's simply no bike like it. Cycle News called it "one of the most exhilarating production race bikes on the planet," while Dirt Bike Magazine hailed Yamaha as having "raised motocross to a new level...in one fell swoop," dubbing the four-stroke "definitely the Bike of the Year, maybe the decade." Well, that hard-hitting, all-world package has just become even more potent, as the '99 YZ400F gets a newly redesigned, lightweight swingarm with an upgraded shock linkage ratio; lighter, stronger rear hub and Excel rims; new Dunlop 739s; and a larger rear brake disc. The good news? Enhanced handling and finer-tuned overall performance to make the "world's greatest four-stroke" that much more unstoppable.

This is where the YZ experience begins. And the moment you swing your leg over a YZ80™, you become part of a storied history. With a legacy lined with victories much like its legendary bigger YZ brethren, the YZ80 has made a habit of dominating pretty much everything that has anything to do with the mini class. And, of course, experts have been quick to chime in with their own praise, most recently crowning it the 1998 "80 of the Year" and "80cc Motocross Shootout" winner. Can't really say we're surprised, though. After all, from its torquey liquid-cooled 83cc single and smooth-shifting six-speed gearbox to its race-bred frame, ultra-strong brakes and fully adjustable suspension, the YZ80 is the mini-racer of choice for those serious abut winning. And if you're going to kick off your career aboard a YZ80, you better be prepared to start doing that a lot.

YZ80

Maximum mini.

There are few joys in life equal to the free-spirited thrill and experience of motorcycling. And that's why it's important for all of us to do our part as responsible riders. By following logical common-sense rules, we can maintain season after of season of unparalleled enjoyment of our sport. Always remember to review your Yamaha motorcycle Owner's manual and Tips Booklet before you ride. Before each ride, take time to check all your equipment. Always wear an approved helmet, eye protection, long-sleeved shirt, long trousers, gloves and boots. And always be sure your bike is in first-class condition before riding. Never ride a YZ on paved surfaces or public roads; never carry passengers; never engage in stunt riding and avoid excessive speed. Every motorcycle rider should be aware of the limits of his or her skills, experience and abilities and ride accordingly. Beginners should be extremely cautious and allow extra time and distance for maneuvering and braking. All riders should ride will within the limits of their abilities, never beyond them. Do not drink and ride. It is illegal and dangerous. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF course, please call 1-800-446-9227. The riders used during photography of this brochure are highly skilled, very talented professional racers. All of the action was shot on a closed course, and is not intended to be duplicated in any way. Specifications subject to change without notice. YZs come with a 30-Day Limited Factory Warranty. Limited warranty does not apply to units for racing. See your dealer for details.

passed the lower-jumping Meeder to gain first and second, respectively. Lucas was in fourth, followed by Higgins, Celso, Chris Livermore, and Silverole and Stratton. Meanwhile, Dieter and Phillips had a breakaway battle for the lead and had worked up a good-sized gap over the rest of the pack. Meeder was alone in third. Stratton made the pass on Silverole, while both riders passed Livermore, Celso, Lucas and Higgins. They worked on closing the gap on Meeder and soon passed him, as well.

At the halfway point, it was Dieter in the lead, followed by Phillips, Stratton, Silverole, Meeder and Higgins. Silverole tried to make up some time on the uphill triple, but he went down hard in the corner following the jump, hurt his hand and pulled off the track. This gave Meeder the fourth-place spot. Stratton, meanwhile, was closing fast on the two front-runners. Phillips made the pass on Dieter, who was soon picked off by Stratton and fell to third. Phillips and Stratton were side by side over the six-pack in the back, and as they emerged over the giant tabletop, Stratton had the lead. Stratton finally took the win - and the overall - followed by Phillips, Dieter, Higgins and Meeder.

Results

50: 1. Matt Guilfoil (Cob); 2. Jeff Brigham (Cob); 3. Jonathan Sue (KTM); 4. William Przysinda (Yam); 5. Kyle Kennard (Cob).

60: 1. Cody Dunning (Kaw); 2. Chad Dunning (Kaw); 3. Matt Flint (KTM); 4. Stephen Carlin (Kaw); 5. Steffen Carman (Kaw).

JR MINI: 1. Cody Dunning (Kaw); 2. Chad Allen (Kaw); 3. Jason Doyle (Kaw); 4. Brandon Wheeler (Kaw); 5. Donald Traxler (Kaw).

SR MINI: 1. Donald Taylor (Kaw); 2. Brandon Kuhn (Yam); 3. Josh Pike (Suz); 4. Dan Placek (Kaw); 5. Ronald Hewson (Hon).

MINI COMB: 1. Brandon Kuhn (Yam); 2. Josh Pike (Suz); 3. Donald Taylor (Kaw); 4. Dan Placek (Kaw); 5. Nicholas Faro (Hon).

125 SCHBY: 1. Jimmy Miller (Yam); 2. Bobby Silverole (Kaw); 3. Jacob Dennis (Hon); 4. Daniel Verdine (Kaw); 5. Steven Edwards (Hon).

16-24 COMB: 1. Casey Higgins (Yam); 2. Matt Patterson (Yam); 3. Aaron Utberg (Kaw); 4. Jimmy Miller (Kaw); 5. Chris Lenzi (Suz).

25+ A: 1. Bruce Stratton (Suz); 2. Peter Phillips (Hon); 3. Greg Meeder (Kaw); 4. Eddie Van Balligoogen (Kaw); 5. Joe Nothnagle (Kaw).

25+ B: 1. Mike DiFiore (Suz); 2. Brian Wellman (Yam); 3. Joe Santora (Yam); 4. Mike Tosch (Yam); 5. Ty Taccone (Kaw).

125 BEG: 1. Jason Stalica (Hon); 2. Timothy Kriger (Kaw); 3. Dave Terwillinger (Hon); 4. Jason Bird (Yam); 5. Shawn Woznick (Yam).

125 NOV: 1. Tim Kopacz (Hon); 2. Marshall McFarland (Kaw); 3. Steven Young (Suz); 4. Ted Kopacz (Hon); 5. Travis Blanchard (Hon).

125 AM: 1. Aaron Utberg (Kaw); 2. Jamie Robinson (Kaw); 3. Chris Lenzi (Suz); 4. Brian Wellman (Yam); 5. Bobby Silverole (Kaw).

125 EX: 1. Bruce Stratton (Suz); 2. Billy Silverole (Kaw); 3. Aaron Dieter (Suz); 4. Pete Phillips (Hon); 5. Eddie Van Balligoogen (Kaw).

201-OPEN BEG: 1. Todd Card (Kaw); 2. Jim Culver (Hon); 3. James Medeja (Kaw); 4. Sean Conklin (Kaw); 5. Robert Hunt (Hon).

201-OPEN NOV: 1. Chris Walker (Suz); 2. Mark Fisher (Kaw); 3. Dale Ayers III (Hon); 4. Jeff Ring (Suz); 5. Mark Lockwood (Hon).

201-OPEN AM: 1. Gene Fleming (Suz); 2. Jason McConnell (Yam); 3. Craig Whetstine (Kaw); 4. Robert Verkey (Kaw); 5. Brian Woodhams (Suz).

201-OPEN EX: 1. Bruce Stratton (Suz); 2. Pete Phillips (Hon); 3. Aaron Dieter (Suz); 4. Casey Higgins (Yam); 5. Chris Livermore (Kaw).

VET: 1. Bart Lucas (Hon); 2. Craig Whetstine (Kaw); 3. John Stiegler (Kaw); 4. Don Clarke (Suz); 5. Ty Taccone (Kaw).

SR C: 1. Matthew Rowe (Suz); 2. Chris Walker (Suz); 3. Pat Lewandowski (Suz); 4. Lee Fake (Kaw); 5. Brian Crouse (KTM).

VINT & WDS: 1. Dale Ayers III (Hon); 2. Khris Bailey (Kaw); 3. John Young (Suz); 4. Marc Giannini (Kaw); 5. Ron Bragg (Kaw).

Horton hot at Hensley Memorial Flat Track

By Fred Windum

LANCASTER, CA, SEPT. 7

The smell of livestock and organic traction enhancer still filled the air as racers pulled into the Antelope Valley Fairgrounds on Monday morning for the second annual Ray Hensley Memorial/AHRMA Western Regional three-eighths-mile flat track. Tom Horton (who won both the Classic 250cc brakeless contest and the Trackmaster Challenge) and Gary Davis, arch-rivals on the track, co-promoted the Labor Day event in memory of the builder of the legendary Trackmaster racing frames.

Heavy equipment was still rearranging the bull-riding arena into a racing oval for Davis and Horton's event, prepping the track for a day full of close, exciting racing. The track crew gave the racers a smooth, fast, relatively dust-free track. Most of the bikes looked ready for a concourse show, but all were there to race.

Tom Horton started the mains off right by taking the holeshot in the Vet race, only to be stuffed by Jeff Johnson in turn two. Horton motored back by as Johnson's stock-framed 650cc Triumph showed a lack of horsepower compared to the bigger Trackmaster 750 of Horton. Johnson muscled his way back into the lead and showed Horton that power wasn't all that was needed to run at the front. This time Johnson held on to lead the field. Rick Reed had pulled in behind Horton, looking high and low for a line around on his C&J Triumph, but he looked a bit too long. Steve Monger had found the fast line on his 360cc Yamaha, sliding the lighter single inside Reed's big twin to snag third as the white flag came out. Johnson held on to win ahead of Horton, while Monger pulled in behind and barely ahead of Reed. Ken Netto, "Yamaha" Jeff Johnson and Marty Lewis followed across the line.

AHRMA has added Novice classes at the regional level for riders who would like to try their hand at vintage racing without the pressure of running against ex-National numbers on old factory racers. Fred Berger launched his Triumph out ahead of the 750cc Novice class and realized he was leading just as Koji Sato motored past to run ahead into the first turn, followed by Berger and Richard Held. Held raced down the back straight past Berger and got into turn three way too hot, slipping out into the marbles, clipping the hay bales and ending his ride in a graceful somersault, unhurt but out of contention. Berger gathered his bike back up and set out after Sato, driving inside and past in front of the grandstands for the win.

Results

SPTSMN 600: 1. Ronnie Brown (Yam); 2. Danny Ritchie (Yam); 3. Harlund Johnson (Hon); 4. Richard Pollock (Yam); 5. John Garcia (Hon).

VET 35+: 1. Jeff Johnson (Tri); 2. Tom Horton (Tri); 3. Steve Monger (Yam); 4. Rick Reed (Tri); 5. Ken Netto (Yam).

NOV 750: 1. Fred Berger (Tri); 2. Koji Sato (Yam); 3. Kula Hawaii (Tri); 4. Richard Held (Yam); 5. Bob Waller (Tri).

CLSSC 250 : 1. Tom Horton (Oss); 2. Maurice Ortega (Bul); 3. Mike VanLienden (Oss); 4. Jeff Apple (Bul); 5. Jim McMurren (H-D).

NOV VINT 250: 1. Tim Dowd (Hon); 2. Craig Hamilton (Yam); 3. Wayne Rantz (Hon); 4. Roger Winiger (Yam).

NOV VINT 600: 1. Michael Hunt (BSA); 2. Chuck Herron (BSA); 3. Gary Swain (Tri); 4. Hank Casio (BSA); 5. Phil Pallazo (Tri).

VINT 750: 1. Pete Hames (Yam); 2. Steve Monger (Yam); 3. Rick Reed (Tri); 4. Tom Horton (Yam); 5. Jeff Johnson (Tri).

S/SR 60+: 1. Marshall Jennings (Yam); 2. Mike Pearlman (Tri); 3. Chuck Herron (BSA); 4. Bob Milewski (Tri); 5. Hank Casio (BSA).

CLSSC 500/750: 1. Allon McBee (Ari); 2. Gary Davis (Tri); 3. Gordon Menzie (R-E); 4. Maurice Ortega (Bul); 5. Matt Campbell (Tri).

BMBR: 1. Clyde Denner (Nor); 2. Ron Garcia (Yam); 3. Keith Bradford (Yam); 4. Jeff Johnson (Yam); 5. Jim Rust (Yam).

VINT 251-650: 1. Brad Holt (Bul); 2. Brad Spencer (Hon); 3. Tom Horton (Hon); 4. Maurice Ortega (Bul); 5. Don Frauenberger (Yam).

DINO: 1. Allon McBee (Ari); 2. Gary Davis (Tri); 3. Gordon Menzie (R-E); 4. Tom Horton (Tri).

SR 50+: 1. Eddie Mulder (Tri); 2. Mike VanLienden (BSA); 3. Duane Spence (Tri); 4. Mickey Alzola (Tri); 5. Jim Chisum (BSA).

VINT 250: 1. Brad Holt (Bul); 2. Manny Crummett (Bul); 3. Maurice Ortega (Bul); 4. Don Frauenberger (Yam); 5. Ken Netto (C-A).

CLSSC OPEN: 1. Marty Lewis (Tri); 2. Gary Davis (Tri); 3. Tony Hererra (Tri); 4. Daryl Foster (BSA); 5. Bob Waller (Tri).

TRCKMSTR CHAL: 1. Tom Horton (Tri); 2. Steve Monger (Yam); 3. Jeff Johnson (Tri); 4. Ken Thiebaud (Tri); 5. Steve Hensley (BSA).

Allon McBee took the Classic 500/1750cc win in the at the Ray Hensley Memorial Flat Track in Lancaster, California.

Creamer cleans up at Bangor Half Mile

By Sabrina Thomas

BANGOR, ME, AUG. 29-30

Aaron Creamer took wins in three of the four events he entered at races held at the Bass Island Park in Bangor. The half mile pea-stone track proved to be an awesome sliding track for Creamer, who won one Open Pro feature and two 250cc Pro features - after not racing a 250 for three years.

The race weekend, sponsored by United Bikers of Maine and Sideways Promotions, was an AMA-sanctioned event. The events are part of the New England Dirt Track Series calendar, and they were almost lost to an offshore hurricane.

After Saturday's race was a washout, the skies cleared early enough on Sunday to hold a double-feature event to make up for the lost day.

A sizable crowd of excited fans came to see a full program of races, featuring 50cc Stock and Modified machines to Open Pro powerhouses. According to one source, the youngest competitors reached 52 mph on their KTMs and Cobras. The track surface was perfect for fast and furious action after the rain, and it was common to see them racing four wide in the corners.

Creamer, whose sponsors include M and M Plumbing, Vanson, AFAM and Spectro, has done well in New England, Canada and Indiana this year on the dirt track. In the first set of races, he won the Open Pro heat. He then jumped on fellow racer Dave March's bike in the 250cc class, got the jump on the field and won the race. In the Open Pro class, he fought hard with holeshot artist Morgan Coolbeth from Connecticut and Paul Normandin of Gloversville, New York, but it was Coolbeth who took his Rotax across the line first.

In the next set of features, Creamer again grabbed first in the 250cc race. When the flag dropped in the Open Pro feature, it was Creamer who got the holeshot, followed by Coolbeth and Normandin. Coolbeth ran a low line, steady as always; Normandin was dialed in perfectly for the track, and stuck up front with the top two. As the race ticked down, the spacing increased. At the checkered flag, it was Creamer; Normandin; Coolbeth; Jim Myrick of Auburn, Maine; Shawn Morin of Goffstown, New Hampshire; Mark Thomas of Manchester, New Hampshire; and Steve Hall of Wales, Massachusetts.

Results

Sunday

50 STK: 1. Alex Guilbeault; 2. Amanda Moreau.

50 MOD: 1. Jake LaForge; 2. Troy Estabrook; 3. Alex Guilbeault.

60: 1. Andy Reddington; 2. Craig Starzynski; 3. Jake LaForge.

80: 1. Eric Casey; 2. Joey Reddington; 3. David Casey.

125: 1. David Casey.

250 AM: 1. Shawn Coffey; 2. David Marcil; 3. Ted Brisbois.

250 PRO: 1. Aaron Creamer; 2. Gregg Seraphin; 3. Adam Laviolette.

OPEN AM: 1. Rick Hurst; 2. Dean Donnell; 3. Shawn Coffey; 4. Dino Vintage; 5. Booker Poirier.

OPEN PRO: 1. Aaron Creamer; 2. Paul Normandin; 3. Jim Myrick

VINT AM: 1. Shawn Coffey; 2. Don Veitch; 3. Fritz Teffner.

VINT MSTR: 1. Jody Lary; 2. John Hildebrand; 3. Mark Loranger.

SR: 1. Jim Myrick; 2. Gregg Seraphin; 3. Rick Hurst.

S/SR: 1. David Bettencourt; 2. John Hildebrand; 3. John Laviolette.

Sunday (Saturday races)

50 STK: 1. Alex Guilbeault; 2. Ethan Fick; 3. Amanda Moreau.

50 MOD: 1. Jake LaForge; 2. Troy Estabrook; 3. Alex Guilbeault.

60: 1. Andy Reddington; 2. Craig Starzynski; 3. Jake LaForge.

80: 1. Joey Reddington; 2. Eric Casey; 3. David Casey.

125: 1. David Casey.

250 AM: 1. Shawn Coffey; 2. Dave Marcil; 3. Bill Ross.

250 PRO: 1. Aaron Creamer; 2. Gregg Seraphin; 3. John Sweeney.

OPEN AM: 1. Rick Hurst; 2. Dean Donnell; 3. David Rudnicki.

OPEN PRO: 1. Morgan Coolbeth; 2. Aaron Creamer; 3. Paul Normandin.

ADULT 50: 1. David Rudnicki; 2. Glenn Mase; 3. David Bettencourt.

DINO VINT: 1. Booker Poirier; 2. Bruce Argetsinger; 3. John Poirier.

VINT AM: 1. Shawn Coffey; 2. Don Veitch; 3. Fritz Tefner.

VINT MSTR: 1. Jody Lary; 2. John Hildebrand; 3. Mark Loranger.

SR: 1. Jim Myrick; 2. Gregg Seraphin; 3. Rick Hurst.

S/SR: 1. David Bettencourt; 2. John Hildebrand; 3. John Laviolette.

Bauder bags win at Jordan Supercross Finale

By George and Karen Hodkinson

JORDAN, MN, AUG. 21

Cory Bauder, a professional racer on the AMA circuit, made his stay in Minnesota a good one as he took home the win in the competitive pro classes at the Jordan Budweiser Supercross at the Scott County fairgrounds. Bauder, a resident of Washington State, also won the flashy jump-off contest on his winning night.

The event attracted a total of 130 entrants, and about 600 spectators made it out to the final race of the 1998 series. Series-end awards were given out, including gift certificates from Belle Plain Yamaha, Cities Edge Kawasaki, Leos South, and RBP. Promoter Lee Theis put on a good series this year, and he has hopes of making it a better one in the future.

Before the drop of the gate in the heat race, it was a mystery as to how the locals would fare against Bauder, who was on a Lynwood Yamaha/O'Neal/FMF-backed YZ250, but it took little time for Bauder to show his skills as he nabbed the holeshot in front of the 12-rider pack and controlled the race from there. Mike Atkinson was riding a KX250 for Trackside Racing and Fox (after riding Yamahas forever), and he was second and chasing Bauder in the early going, with Erik Kowalik third, Mike Kann fourth and Brent Stevenson fifth. The pros would remain in that order to the finish in the heat, with the exception of Stevenson, who passed Kann for fourth. At the start of the main event, where it all counted, Bauder was once again out front, with Mike Luoma on a MSR/TMR/Throttle Jockey-sponsored CR250 second and Atkinson third. Atkinson would get by Luoma on lap one, with Bauder out front. Kowalik ran fourth in the early going and was followed by Theis, Stevenson, Jamey Grosser and Scott Steinle. Usual front-runner Kann was at the back of the pack after getting in a first-turn pileup. As the 12-lap main event went on, Bauder slowly pulled away from the local field as Kowalik got by Luoma on lap three and set his sights on Atkinson.

On lap seven, after intense pressure from Kowalik, Atkinson went down while in second and remounted in third, as Kowalik moved into the second spot. Kowalik was no match for the speed of Bauder, out in front. Bauder went on to take the win, while Kowalik finished second. Atkinson took third, with Luoma and Stevenson right there in fourth and fifth.

Fourth was good enough for Luoma, who would go on to take the Pro series championship.

Results

MICRO MINI 50: 1. Kurt Ohnsorg; 2. Blake Dungey; 3. Dylan Haney; 4. Kyle Ohnsorg; 5. Brenda Lano.

MICRO MINI 50 CHAIN: 1. John Heinlein III; 2. Kyle Ohland; 3. Elliot Kastner; 4. Spencer Bentson; 5. Nicholas Brackett.

P/W: 1. Ryan Dungey; 2. Jesse Goskey; 3. John Heinlein III; 4. Joe Meyer; 5. Matt Woodtke.

80: 1. Brett Ohland; 2. Adam Deal; 3. Luke Theis; 4. Tony Traxler; 5. Tyler Neese.

125: 1. Nathan Broughton; 2. Dave VonWald; 3. Clayton Carlson; 4. Andy Wherley; 5. Matt Blaiser.

250: 1. Craig Schwartz; 2. Jeff Womeldorf; 3. Bill Tilford; 4. Dan Thielses; 5. Jason Tieben.

VET: 1. Scott Steinle; 2. Jeff Womeldorf; 3. Mark Deal; 4. Norman Mieser; 5. Ron Wodziak.

PRO: 1. Cory Bauder; 2. Eric Kowalik; 3. Mike Atkinson; 4. Mike Luoma; 5. Brent Stevenson.

Thiele on at Alton HS

By Frank Leivan

ALTON, MO, AUG. 23

Chris Thiele recovered from a first-turn tangle that put him nearly a minute down in the early stages of round 11 of the Missouri Hare Scrambles Championship to take once again the overall victory. The win was Thiele's third of the year on his J&W Cycles-backed Kawasaki.

A 5-mile course with many rocks and fast field sections greeted the 112 competitors. As with any course that is somewhat short, lapped traffic would play a factor in a race that saw the top 10 overall riders complete nine laps.

It was uncertain who caused the first-turn collision, but Thiele, Matt Pursley, Mike Windmann, YZ400-mounted Chris Caplinger, and Suzuki rider Kevin Borts all were involved to some degree. Thiele and Pursley were down the longest, since Thiele's jersey was hooked in Pursley's rear wheel. When Pursley tried to lift the Husky off the ground or turn the throttle, Thiele would get sucked in further.

Chris Nesbitt powered out to an early lead. After one lap, the gap from him to Brock Busenbark was 20 seconds, while Windmann had moved up to third. Caplinger followed, with Pursley and Thiele in pursuit.

Caplinger accelerated past Windmann and then "finessed" around Busenbark to take over second. Caplinger hit a stump and went down, eventually dropping out of the race completely. Nesbitt continued to be strong in the lead after two laps and Windmann was up to second, still 20 ticks back, and Thiele had worked into third an equal distance back, with Pursley in fourth.

Pursley's knocked himself cold on lap three after a (suspected) collision with a tree. Although very dazed and confused, Pursley rode back to the pits under his own power. Thiele was on the move on the third lap and whittled another 10 seconds off his deficit, then made up almost 30 seconds on lap four to move up to second.

When Nesbitt followed a slower rider through a grass-track corner, Thiele outbraked Nesbitt and went around to take the lead. Nes-

bitt stayed close for a few miles until losing the rear end in a turn and tagging a tree.

Thiele finished the two-hour contest with nearly two minutes to spare over Nesbitt's Answer/Scott-backed Yamaha. Windmann came in another minute and 40 seconds back on his Pro Dirt KTM 250.

Results

O/A: 1. Chris Thiele (Kaw); 2. Chris Nesbitt (Yam); 3. Mike Windmann (KTM); 4. Jeff Lappe (KTM); 5. Dan Burgard (Yam).

AA: 1. Chris Nesbitt (Yam); 2. Mike Windmann (KTM); 3. Brock Busenbark (Yam); 4. Tanner England (Yam); 5. Kevin Borts (Suz).

A: 1. Jeff Lappe (KTM); 2. Dan Burgard (Yam); 3. Kevin Boyle (Hon); 4. Matt Faletti (KTM); 5. Charles Thiele (Kaw).

125 B: 1. Brandon Forrester (Yam); 2. Matt McKillin (Hon); 3. Luke Manion (Yam); 4. Casey Hinkel (Yam); 5. Keith Counts (Kaw).

200 B: 1. Everett Shinault (Kaw); 2. Steve Crews (Kaw); 3. Robert Armon (Kaw); 4. Dale Griesinger (KTM); 5. Pat Declue (KTM).

250 B: 1. Nick Crawford (Yam); 2. Matt Weis (Yam); 3. Brandon Vaughn (Kaw); 4. Ryan Wuebbleing (Yam); 5. David Dillingham (Yam).

250 C: 1. Tim Gibson (Hon); 2. Bryan Roy (Kaw); 3. Bronce Smith (Hon); 4. Kermit Turner (Suz); 5. David VonHolten (Suz).

OPEN B: 1. Todd Knight (Yam); 2. Tom Prenger (KTM); 3. Matt Coffman (KTM); 4. Larry Portell (KTM); 5. Matthew Combs (KTM).

4-STRK B: 1. Brian Richardson (Yam); 2. Gary Pilant (Hon); 3. Shawn Taylor (Yam); 4. Joseph Armon (Hon); 5. Ralph Gerding (Hon).

VET: 1. Dwayne Miinch (Hon); 2. Rick Matteson (Yam); 3. Kreg Simons (Yam); 4. Jon Simons (Yam); 5. Tom Eidam (Suz).

SR: 1. Bill Gold (Yam); 2. Brad Barnett (Yam); 3. Keith Kibort (Yam); 4. William Guffey (Yam); 5. Jimmy Jones (Kaw).

S/SR: 1. Eric Hansen (Hon); 2. Rick Whelove (Hus); 3. Frank Leivan (Yam); 4. Tony Schlader (Hon); 5. Rick Carpenter (KTM).

JR: 1. Robert Duncan (Yam); 2. Jeremy Wisecup (Kaw); 3. Zack Mabery (Hon); 4. James Sloan (Yam); 5. Steve Akers (Kaw).

TR: 1. Jody Smith (Suz); 2. Jeff Rice (Yam); 3. Todd Hecht (Hon); 4. Mike Garrison (Yam); 5. John Neal (Kaw).

Thiele dusts Diamond HS

By Frank Leivan

DIAMOND, MO, AUG. 30

Kawasaki Team Green rider Chris Thiele continued his hot streak by claiming the overall victory at round 12 of the Missouri Hare Scrambles Championship. The win was Thiele's fourth of the season, as well as his fourth in the last five events.

A very dusty and rocky trail - with some very tight single-track as well as open grass-track sections - was what the 135 riders who were entered had to deal with. The trail was a relatively short 5.2 miles and would see the top four riders complete nine laps. Lap times were in the 13- to 14-minute range for the fast guys, and lapped riders would also prove to be a challenge.

Thiele took the all-important holeshot at the start of the AA wave, with round-10 winner Chris Nesbitt and series points leader Mike Windmann in hot pursuit. Nesbitt tried a couple of pass attempts early in the first lap, wanting to see what the fresh air was like, but each time Thiele was able to hold off the advances.

Windmann, who was competing on his year-old practice bike since his race machine was being prepared for the ISDE in Australia later this year, was joined by SCR Yamaha rider Steve Leivan near the end of the first lap. Leivan, like Nesbitt, tried a few pass attempts but could make nothing stick in his bid to move around Windmann and go after the leaders.

Nesbitt took a hard spill on a rocky uphill midway through the second lap and allowed Windmann and Leivan to move into the second and third positions. Nesbitt was very sore and a bit dazed, and it took several minutes for him to recover and rejoin the race.

Before the end of lap two, Thiele pulled out to a 20-second lead over Windmann's KTM, while Leivan was another seven ticks back in third. Tanner England moved into fourth while Jeff Lappe, who was leading the A class, was in fifth overall. For the most part, no position changes among the front-runners took place for several laps.

Nesbitt shook off the pain from his crash to slice his way through the pack and take over fourth with two laps to go. Lappe and Pro Cycle rider Dale Rector were in a duel for fifth right up until the checkered flag flew.

When all was said and done, Thiele took the win on his Moose/Renthal/J&W Cycles-backed KX250 with almost a minute to spare on runner-up Windmann. This was the 10th top-three finish of the season for Windmann in 12 events. Windmann finished another minute and 20 seconds in front of the WR400F of Leivan, who slowed the last couple of laps while fighting off the pain from his sore wrists.

Results

O/A: 1. Chris Thiele (Kaw); 2. Mike Windmann (KTM); 3. Steve Leivan (Yam); 4. Chris Nesbitt (Yam); 5. Jeff Lappe (KTM).

AA: 1. Mike Windmann (KTM); 2. Steve Leivan (Yam); 3. Chris Nesbitt (Yam); 4. Tanner England (Yam); 5. Kevin Borts (Suz).

A: 1. Jeff Lappe (KTM); 2. Dale Rector (Hon); 3. Kevin Boyle (Hon); 4. Mike Kruger (KTM); 5. Donnie Mathis (Hon).

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125 B: 1. Brandon Forrester (Yam); 2. Casey Hinkel (Yam); 3. Luke Manion (Yam); 4. Shane Householer (Hon); 5. Justin Oxford (Suz).

200 B: 1. Dave Hatworth (KTM); 2. Robert Armon (Kaw); 3. Steve Crews (Kaw); 4. Dale Griesinger (KTM); 5. Pat Declue (KTM).

250 B: 1. Matt Weis (Yam); 2. Elston Moore (Yam); 3. Brandon Vaughn (Kaw); 4. Joe Straatmann (Kaw); 5. Ryan Wuebbeling (Yam).

250 C: 1. Tim Gibson (Hon); 2. Gary Wolf (Suz); 3. Bryan Roy (Kaw); 4. Andy Ruud (Yam); 5. David VonHolten (Suz).

OPEN B: 1. Steve Underwood (KTM); 2. Tom Prenger (KTM); 3. Danny Crawford (Hon); 4. Jeff Kuechenmeister (ATK); 5. Duane Barker (KTM).

4-STRK B: 1. Gary Pilant (Hon); 2. Joseph Armon (Hon); 3. Brian Richardson (Yam); 4. John Dodd (Hus); 5. Doug Jones (Yam).

VET: 1. Dwayne Miinch (Hon); 2. Kreg Simons (Yam); 3. John Banes (Kaw); 4. Jon Simons (Yam); 5. Dave Berry (Hus).

SR: 1. Bill Gold (Yam); 2. Keith Kibort (Yam); 3. Brad Bartlett, (Yam); 4. Andy Long (Suz); 5. Andy Nored (Kaw).

S/SR: 1. Eric Hansen (Hon); 2. Rick Whelove (Hus); 3. Rick Carpenter (KTM); 4. Jim Letellier (KTM); 5. Bob Jones (Kaw).

JR: 1. Jeremy Wisecup (Kaw); 2. Andy Pashia (Hon); 3. Robert Duncan (Yam); 4. James Sloan (Yam); 5. Mike Rozier (Kaw).

TR: 1. Jody Smith (Suz); 2. John Hesemann (Kaw); 3. Jeff Rice (Yam); 4. Todd Hecht (Hon); 5. Rick Adams (Hon).

Hernandez, Ryley win at Perris night finale

By Greg Robertson
Photo by Derric Swinfard

PERRIS, CA, AUG. 29

The Race Tech-sponsored 10th and final round of the GFI at Night Motocross Series, held at Perris Raceway, saw a consistent Bomber Hernandez capture the 250cc Intermediate win without winning a moto. Dustin Ryley split 125cc Intermediate moto wins with Chris Barrett for the overall honors.

The first 250cc Intermediate moto belonged to the PJ1/FMF/Thor/Bell-backed Suzuki of Barrett, who went wire to wire for the win. Randy Clark ended up holding off Hernandez for second, with Rudy Rodriguez finishing slightly off the pace in fourth, ahead of Kevin Gahan.

Sometimes the starts are everything on the rutted Perris track, as proved by Gahan, who nailed the start and held the inside lines to collect the second-moto victory. Hernandez made his way up into the runner-up position by lap three, which was good enough for the overall win. Clark followed Hernandez up through the pack to finish third and come out on top of a points tie with Barrett for second overall.

Ryley was untouchable in the opening 125cc Intermediate moto aboard his Noleen Racing/Goat Eyewear-sponsored CR125. Christopher Tocco kept Ryley in sight en route to a runner-up finish over Mike Camp and Barrett.

Barrett came out swinging in the second round and put in a flawless ride for the moto win. Ryley worked his way around Camp early in the moto to finish in second place and sew up the overall on the night. Barrett's second-moto win earned him the second-place trophy over the 3-3 of Camp and 2-4 of Tocco.

Chris McDaniel is making a successful transition from the mini ranks, as he picked up the 125cc Beginner-class victory with a 1-2 score. Bobby Schuler ran away with the second-moto win, but a 10th-place showing in round one held him to fourth overall behind the 5-3 of Jon Silva and 6-4 of Nick Melanson.

Results

50 STK (4-6): 1. Alan Jiron (Cob); 2. Justin Jeffers (KTM); 3. Bryce Stewart (KTM); 4. Cody Hall (Lem).

50 STK (7-8): 1. Richard Sterling (KTM); 2. Blake Harber (Cob); 3. Chris Bradshaw (KTM); 4. Cooper Hall (Cob); 5. Dillon Nelson (KTM).

50 OPEN: 1. Danny Gonzales (Cob); 2. Casey Huntley (KTM).

60 BEG: 1. Bryce Terzian (KTM); 2. Michael Raines (Kaw); 3. George Jeffers (Kaw); 4. Justin Carmody (Kaw); 5. Casey Huntley (Kaw).

60 NOV: 1. Chad Gores (Kaw); 2. Justin Mulford (Kaw); 3. Brandon Spencer (Kaw); 4. Roberto Jiron (Kaw); 5. Jonathan Arana (Kaw).

80 BEG: 1. Scott Buttrell (Yam); 2. Jeremy Roberts (Yam); 3. Philip Bruscella (Yam); 4. Weston Peick (Suz); 5. James Turner (Suz).

80 NOV: 1. Chris Aleksiejczyk (Kaw); 2. Chukwadi Udeh (Hon); 3. Brandon Hiner (Suz).

80 INT: 1. Micky Griffin (Yam); 2. Anthony Bruscella (Yam).

S/MINI: 1. Micky Griffin (Yam); 2. Daryl Ecklund (Yam); 3. Scott Buttrell (Yam); 4. Brandon Staddan (Yam); 5. Emeka Udeh (Hon).

125 BEG: 1. Chris McDaniel (Hon); 2. Jon Silva (Yam); 3. Nick Melanson (Kaw); 4. Bobby Schuler (Yam); 5. Scott Coleman (Yam).

125 NOV: 1. Tim Weigand (Yam); 2. Sean O'Connor (Yam); 3. Adam Bisso (Kaw); 4. Chad Gaumer (Hon); 5. Mike Horvath (Suz).

125 INT: 1. Dustin Ryley (Hon); 2. Chris Barrett (Suz); 3. Mike Camp (Kaw); 4. Christopher Tocco (Yam); 5. Brandon Staddan (Yam).

125 PRO: 1. Shinichi Kaga (Hon).

250 BEG: 1. Luke Melser (Yam); 2. Steve Bullock (Yam); 3. Michael Ryer (Suz); 4. Aaron Beublen (Yam); 5. Jerrod Paulson (Yam).

250 NOV: 1. Tim Weigand (Hon); 2. Derric Swinfard (Kaw); 3. Charlie Anaya Jr. (Hon); 4. Steve McFerrin (Kaw).

250 INT: 1. Bomber Hernandez (Yam); 2. Randy Clark (Hon); 3. Chris Barrett (Suz); 4. Kevin Gahan (Yam); 5. Rudy Rodriguez (Kaw).

250 PRO: 1. Joey Pratt (Hon); 2. Eigo Sato (Suz).

25+ BEG: 1. Steve Bullock (Yam); 2. Jeffrey Paull (Kaw); 3. Rigo LaFontain (Kaw); 4. Craig Koback (Yam); 5. Billy Anderson (Yam).

Dustin Ryley takes the win in the 125cc Intermediate class at the GFI at Night Motocross Series in Perris, California.

25+ NOV: 1. Derric Swinfard (Kaw); 2. Brian Young (Kaw); 3. Steve McFerrin (Kaw).

25+ INT: 1. Raymond Hensley (Yam); 2. Joe Bond (Yam); 3. Randy Danylo (Kaw); 4. Chris Turner (Kaw).

30+ BEG: 1. Mike Carr (Hon); 2. Mike Kirkpatrick (Yam); 3. Shelly Danylo (Suz); 4. Richard Kearney (Yam).

30+ NOV: 1. Tony Schuler (Yam); 2. Glenn Daunch (Hon); 3. Gary Thompson (Yam); 4. Scott Pierce (Kaw); 5. Anthony Rose (Yam).

30+ INT: 1. Randy Danylo (Kaw); 2. Craig McCall (Kaw); 3. Greg Pierce (Yam).

30+ PRO: 1. Sam Weinbach (Yam).

35+ NOV: 1. C.T. Falk (Yam); 2. Mike Carr (Hon).

35+ INT: 1. Joe Bond (Yam).

40+ NOV: 1. Karl Moe (Hon).

40+ EX: 1. Ron Turner (Yam); 2. Bob Shimp (Yam).

Hofmaster wraps it up at Nielsen Motocross

By Dave Deringer

LAKE GENEVA, WI, AUG. 21

Going into round three of the Nielsen Pro Challenge, Nielsen/Thor/Pro Circuit-backed Jimmy Gaddis had a slim six-point lead over Tom Hofmaster. Gaddis had to ride smart and stay ahead of the young Banzai Suz-uki/Maxima/MX Tech-sponsored Hofmaster to clinch the series and pocket a $2000 bonus.

Gaddis did his job, but his bike did not.

Gaddis first rode the Over 25 class. A good start and strong riding took the number-nine Kawasaki KX250 to the win, giving him a little extra track time. Then he was off to do battle in the Pro classes.

In the first 125cc Pro moto, it was Hofmaster nailing the start, with Gaddis and Shoreline Kawasaki's Dave Oettel giving chase. Torque Center's Eron Ezerins and Nielsen's Kurt Jennison filed in next. Gaddis scooted by Hofmaster early on and pulled away. Hofmaster rode strong the next several laps as Oettel, Ezerins and Jennison battled behind him.

When the checkers came out, it was Gaddis with a comfortable lead over Hofmaster. Ezerins did his part by working into third, while Jennison crossed fourth.

With foul weather approaching, the riders lined up for the first 250cc Pro moto. Gaddis gated better this time and once again pulled away. Hofmaster settled into second, as he knew the series title looked dim, but he knew he could finish second overall if he beat Ezerins.

With only two laps remaining, Gaddis had a sizable lead and looked to have the series within his grasp when his bike came to an abrupt halt over a small double. With Hofmaster closing in, Gaddis tried kicking over the engine several times and then gave up, realizing the worst had happened: a seized motor. Hofmaster took the win, somewhat in disbelief, as Ezerins crossed the line in second. Gaddis pushed his bike across the line, eventually finishing 10th in the moto.

Going into the second set of motos, Hofmaster now had the lead - due to the unfortunate circumstances of Gaddis - by a narrow three points.

Heavy rains came down following the first motos and the rest of the night's events were canceled. Hofmaster took the series win by three points over Gaddis and was awarded the $2000 series bonus. Gaddis' second place earned him $1000. Ezerins finished third in the series by virtue of his consistent performances, and he pocketed the $500 bonus that went along with it.

Results

50 JR: 1. Joseph Tarver (Cob); 2. Trevin Simes (Act); 3. Darrick Jackson (Yam); 4. Dan Rice (Act); 5. Vaughn Mays (KTM).

50 SR: 1. Derek Muehlbauer (Cob); 2. Jody Walker (Cob); 3. Heather Roach (Cob); 4. Kyle Wilson (Cob); 5. Justin Muehlbauer (Cob).

60: 1. Robert Loire (KTM); 2. Jack Rowe (Kaw); 3. Dennis Roushia (Kaw); 4. Shannon Treuthardt (Kaw); 5. Nick Schemmel (Kaw).

80 JR: 1. Robert Loire (Yam); 2. Derek Whitney (Suz); 3. Kevin Markwardt (Suz); 4. Cory Iverson (Kaw); 5. Nick Schemmel (Yam).

80 SR: 1. Justin Kandler (Yam); 2. Matt Atherton (Hon); 3. Michael Wendricks (Suz); 4. Joe Skodras (Yam); 5. Tad Tyrell (Suz).

25+: 1. Jimmy Gaddis (Kaw); 2. Roy Nafzger (Kaw); 3. James Heilman (Kaw); 4. Tom Dretzka (Kaw); 5. Denny Hacker (Yam).

35+: 1. Roy Nafzger (Kaw); 2. James Heilman (Kaw); 3. Tom Dretzka (Kaw); 4. Jon Schubert (ATK); 5. Frank Dunn (Yam).

125 PRO: 1. Jimmy Gaddis (Kaw); 2. Tom Hofmaster (Suz); 3. Eron Ezerins (Suz); 4. Kurt Jennison (Suz); 5. Kevin Bell (Suz).

125 B: 1. Chad Johnson (Kaw); 2. Wade Johnson (Kaw); 3. Randy Lamkin (Suz); 4. James Rossi (Suz); 5. Brett Cole (Yam).

125 C-1: 1. Cameron Colby (Yam); 2. Jason Rowe (Kaw); 3. Jamey Smith (Suz); 4. Mark Uhlken (Kaw); 5. Chase Jacobson (Yam).

125 C-2: 1. Jakob Shaw (Suz); 2. Chris Atherton (Yam); 3. Ryan Fenton (Kaw); 4. Paul Harding (Hon); 5. Carl Treuthardt (Kaw).

250 PRO: 1. Tom Hofmaster (Suz); 2. Eron Ezerins (Suz); 3. Dave Oettel (Kaw); 4. Kevin Bell (Suz); 5. Karter Busse (Suz).

250 B: 1. Jesse Edge (Kaw); 2. Ryan Bond (Yam); 3. James Smith (Kaw); 4. Brook Campbell (Suz); 5. Cainen Riemann (Hon).

250 C: 1. Cameron Colby (Kaw); 2. Lance Wollin (Yam); 3. Matt Albrecht (Hon); 4. Donald Smith (Hon); 5. Shawn Biersteker (Hon).

Stanford fast at Honda Hills MX

By Mark Thompson

LINNVILLE, OH, SEPT. 5

Site of last year's AHRMA Motocross National and one of the oldest tracks in the Midwest, Honda Hills is exceptionally vintage-friendly and fast. Credit the deep berms, loamy traction and careful track preparation by owners Scott and Deirdre Caldwell for the wide grins on all the racers' faces. Anyone who thinks vintage bikes can't grab some serious air needs to see them come flying off the plateau jump on the back section of the track.

After Dick Poland had run all the entries through the technical inspection, referee Kim Adams took over. He ran the starting line perfectly, making sure that riders with back-to-back motos had time to get fresh goggles and grab a drink or two before charging up the start hill once again.

This is Scott Stanford's home track. He used his familiarity with every rock and dirt clod to win both the Expert 250cc Sportsman and Over 30 Expert classes on his 250cc CZ, despite getting caught in the start gate once again.

Mike Zimmerman and his KX450 had a busy day, with a second in Over 30 Expert and a pair of wins in Over 40 Expert and Sportsman 500cc Expert. Gary Poland had his Bultaco a solid second in both of the classes that Zimmerman won.

Eighteen riders were behind the starting gate for the Over 40 class, the largest of the day. Scott McPherson's Maico aced both motos, earning him the Over 40 Intermediate honors over Andrew Hardin (on a Husky) and Ron Winget (on a Maico). Bill Barrow's booming CCM collected the Over 40 Novice win ahead of Bill Hanks' Bultaco.

Mike Scholl and his Husky beat out Ron Winget and Andrew Hardin for Sportsman 500cc Intermediate honors, while Mike Terry's Husky was doing the same to the Novices.

Tom Boyd and his Husky continued his domination of the Over 50 Intermediates, scoring both moto wins over Larry Brill and Roy Maley. Boyd, however, didn't have as easy a time of it in the 250cc Intermediate races, going 1-3 to Can-Am pilot Matt Krisher's 2-1 score. Roy Maley and his new 250cc radial Maico collected third.

Other class winners included Thomas Englehart, who collected both 125cc Sportsman and 125cc Classic Intermediate wins on a Honda, and Mark Thompson, who notched the Over 30 Intermediate win on a 400cc Maico.

Results

PREM TW: 1. Daniel Beher (BSA).

CLSSC 125 INT: 1. Thomas Englehart (Hon); 2. Charles Schank (Mai); 3. Marvin Marty (Hod); 4. Daniel Beher (DKW).

CLSSC 500 INT: 1. Dennis Brown (Gre).

SPTSMN 125 INT: 1. Dale Russel (Hon); 2. Thomas Englehart (Hon); 3. Terry Schwark (Hon).

SPTSMN 250 NOV: 1. Bill Hanks (CZ).

SPTSMN 250 INT: 1. Matt Krisher (C-A); 2. Thomas Boyd (Hus); 3. Roy Maley (Mai); 4. Bruce Patrick (Bul); 5. John Jones (Hon).

SPTSMN 250 EX: 1. Scott Stanford (CZ).

SPTSMN 500 NOV: 1. Michael Terry (Hus); 2. William Barrow (CCM); 3. William Kennedy (Hus).

SPTSMN 500 INT: 1. Mike Scholl (Hus); 2. Ron Winget (Mai); 3. Andrew Hardin (Hus); 4. Charles Spann (Bul); 5. Dean Gregory (Hus).

SPTSMN 500 EX: 1. Mike Zimmerman (Kaw); 2. Gary Poland (Bul); 3. Jim McCambridge (CZ); 4. Wade Summer (Hus).

30+ INT: 1. Mark Thompson (Mai); 2. Mel Blight (Suz); 3. Bruce Patrick (Bul).

30+ EX: 1. Scott Stanford (CZ); 2. Mike Zimmerman (Kaw).

40+ NOV: 1. William Barrow (CCM); 2. Bill Hanks (Bul); 3. William Kennedy (Hus).

40+ INT: 1. Scott McPherson (Mai); 2. Andrew Hardin (Hus); 3. Ron Winget (Mai); 4. James McCulloch (Hon); 5. Mark Thompson (Mai).

40+ EX: 1. Mike Zimmerman (Kaw); 2. Gary Poland (Bul); 3. Alex Krisher (C-A); 4. Jim McCambridge (CZ).

50+ INT: 1. Thomas Boyd (Hus); 2. Lawrence Brill (Hus); 3. Roy Maley (Mai); 4. Kim Armstrong (Mai); 5. Daniel Beher(Hus).

50+ EX: 1. Wade Summers (Hus).

Evans dominates at Pleasure Valley Motocross

By Chad Davis

JOHNSTOWN, PA, SEPT. 13

It was a great day to watch the second round of the District 5 State Championship Series at Pleasure Valley Raceway. The racing throughout the day was very close and usually went right down to the checkered flag. In the 250cc A class, however, James Evans won both motos of the day.

The first moto started with Evans and Joshua Sweat fighting for the lead all the way into the third turn, with Harley McCracken close behind. As Evans moved out front, Sean Hogan was working his way up through the pack and had already taken over third from McCracken by the second lap. The leaders continued to keep it a close race, but Hogan was catching the leaders and soon made moves on Sweat. A little further back in the pack was Stephen Crowe in fifth place, trying to pull away from Ryan Gates and Shane Shipley.

Crowe made the pass on McCracken before leaping down toward the pond; however, Gates also pressured McCracken. Gates tried McCracken's inside line, but McCracken powered out of the turn to take the battle into the "Skycoaster". Side by side, they leaped over the triple set of doubles. Gates had a slight advantage, but lost his front wheel in a berm and took McCracken with him. Both were up and moving again and only lost a position to Shipley. Back up front, Evans took the white flag with a five-second lead on second. The battle for second was on, as Hogan slid his wheel into the inside berm before the finish line to make the pass on Sweat. Although Hogan made some time on the leader, there was not enough time left to make his move for the lead.

In the second moto, Evans once again snagged the holeshot, with Gates, Sweat and Shipley close behind. Before coming out of the woods, Sweat had passed Gates and was moving in on Evans, who had pulled a small lead. Shipley was pressuring Gates for the first lap

before overpowering him through the Skycoaster section to take third place. Up front, Evans started to pull away, stretching his lead to five seconds by the third lap. Back a little further, Hogan, recovering after a slow start, was pressuring McCracken heavily before taking the inside line and pulling away, trying to make time on the leaders. Soon Hogan was behind Shipley. After a few bumps in the corners, Hogan passed Shipley in the wooded section. With Sweat seven seconds in front of Hogan and with only two laps left, it would have seemed that Hogan would have settled for third, but he turned it on and cut the lead in half by the white flag.

By the checkered flag, Hogan was only a bike length behind Sweat. Gates also turned it up a little and followed Hogan past Shipley to take over fourth. Crowe appeared on the scene, trying to break into the top five after a bad start. Shipley, however, held him off to take fifth.

Another close race was in the Vet A class. Taking the holeshot in the first moto was James Knisley, with Jeff Ellenberger and Gaylon Dickson close behind. Dickson made his move on Ellenberger in the first lap and started to gain on Knisley. Also moving up was Scott McGill, who also made a move in the first lap on Jeff Provance. Up front, the battle was on. Coming through the whoops side by side were Knisley and Dickson. Dickson had a better line and made the pass for the lead. Ellenberger then started working Knisley in the corners and finally made his move in the wooded section of the track. Todd Streit and Robert Hafer were side by side going down over the hill toward the pond. Hafer was the first to reappear, moving up into sixth. Back up front, Knisley moved up beside Ellenberger and tried the outside line as the white flag was waving at the finish line. A slight bobble by Knisley forced him into battle with McGill as Ellenberger powered away. McGill made the pass for third through the whoops and followed Dickson and Ellenberger to the checkered flag.

The second moto found Ellenberger out front, with Knisley and McGill following. Dickson came up fast on McGill only to be shut down on the inside pass. A quick block-pass in the big bull turn put Dickson in front of McGill. With Ellenberger pulling a lead on the third lap, Dickson moved up behind Knisley and made his move in the whoops, pushing himself into second place. All the gaps tightened in the fourth lap as Dickson moved in on Ellenberger, and McGill was trying the inside line of Knisley. Through the whoops, Ellenberger made a slight mistake that forced him into singling through them as Dickson tripled, doubled and then rode out of them into first place. Right behind them, McGill was trying to do the same to Knisley but was forced to follow him over the hill toward the pond. McGill made a move in the bottom and was ahead of Knisley coming up the hill. Knisley tried the inside line of McGill before moving back into fourth place. Streit came up on Knisley and after some passing back and forth rode across the checkered flag in fourth, with Knisley close behind.

Results

50 1: 1. Shane Durham (Cob); 2. Tyler McGoff (Cob); 3. Dylan Slusser (Cob); 4. Henry Spreng (Cob); 5. Taylor Schuck (KTM).

50 2: 1. Darryn Durham (Cob); 2. Broc Streit (Cob); 3. Lee Boot (Act); 4. Ryan Williams (KTM); 5. Keith Moran Jr. (Cob).

50 3: 1. Ryan Augustine (Yam); 2. Jimmy Knisley (Yam); 3. Joshua Anderson (Yam); 4. Dalton Charcalla (Yam); 5. Michael Branthoover (Yam).

65: 1. D.C. Clark (Kaw); 2. Andrew Kromel (Kaw); 3. Dustin Charcalla (Kaw); 4. Brian Shuckhart (Kaw); 5. Ryan Gould (Kaw).

85 (7-11): 1. Broc Hepler (Suz); 2. D.C. Clark (Suz); 3. Robert Rees (Suz); 4. Andrew Kromel (Kaw); 5. Levi Taylor (Kaw).

85 (12-13): 1. Mike Tolliver (Suz); 2. Chris Manning (Suz); 3. Randy Schuck (Suz); 4. William Heckman Jr. (Kaw); 5. Jason Crisp (Yam).

85 (14-15): 1. Adam Musgrove (Kaw); 2. Robert Shuckhart (Kaw); 3. Brandon Bradley (Kaw); 4. Sammy Holland (Yam); 5. James Bower (Suz).

S/MINI: 1. Robert Shuckhart (Kaw); 2. Jason Crisp (Yam); 3. Brandon Bradley (Kaw); 4. Mike Tolliver (Suz); 5. Mark Yaskanich (Kaw).

SCHBY: 1. David Hill (Kaw); 2. Robert Hills (Suz); 3. Matthew Kazar (Yam); 4. Sean Croner (Suz); 5. Brian Carlisle (Yam).

125 A: 1. Joshua Sweat (Suz); 2. James Evans (Kaw); 3. Shane Lawson (Yam); 4. Johnny Onisko (Kaw); 5. Michael Barto (KTM).

125 B: 1. David Hill (Kaw); 2. Brian Patterson (Suz); 3. Bo Bowman (Suz); 4. Travis Mahoney (Suz); 5. Bradley Astolos (Kaw).

125 C: 1. Jason Berger (Yam); 2. Aaron Berry (Suz); 3. John Kreps (Yam); 4. Brian Carlise (Yam); 5. Geoff Warheit (Suz).

250 A: 1. James Evans (Kaw); 2. Joshua Sweat (Suz); 3. Sean Hogan (Suz); 4. Ryan Gates (Kaw); 5. Stephen Crowe (Suz).

250 B: 1. Walter Mahoney (Kaw); 2. Justin Paris (Suz); 3. Brad Snyder (Suz); 4. Richard Ray (Yam); 5. B.B. Stevens (Suz).

250 C: 1. Clay Campbell (Kaw); 2. Jeffrey Ford (Suz); 3. Jesse Calvert (Kaw); 4. Ben Corcetti (Suz); 5. Denny Stilwell (Yam).

25+: 1. Stephen Crowe (Suz); 2. Gaylon Dickson Jr. (Kaw); 3. Shane Shipley (Yam); 4. Shane Lawson (Yam); 5. Todd Streit (Suz).

VET A: 1. Gaylon Dickson Jr. (Kaw); 2. Jeff Ellenberger (Suz); 3. Scott McGill (Yam); 4. James Knisley (Kaw); 5. Todd Streit (Suz).

VET B: 1. Norman Lamacz (Kaw); 2. Eddie Karban (Kaw); 3. Bryan Campbell (Yam); 4. Andrew Deatherage (Kaw); 5. Rick Boepple (Suz).

40+: 1. Mark Garrison (Suz); 2. Jeffrey Provance (Kaw); 3. Jack Mills (Yam); 4. Henry Hauenstein (Kaw); 5. Skip Stewart (Hon).

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MX at GAINESVILLE, FL

FLORIDA GOLD CUP SERIES
Sept. 20, 1998 - Gatorback, Gainesville, FL
Sept. 27, 1998 - Dade City Raceway
Oct. 4, 1998 - Hardrock Cycle Park, Ocala
Oct. 11, 1998 - Reddick, MX of Marion County
Oct. 18, 1998 - SunState Raceway
Oct. 25, 1998 - Gatorback, Gainesville, FL

WINTER NATIONAL OLYMPICS
Nov. 23 Thru
Nov. 28, 1998

FLORIDA WINTER AM SERIES
Jan. 2 & 3, 1999-Gatorback, Gainesville, FL
Jan. 10, 1999-Hardrock Cycle Park-Ocala
Jan. 17, 1999-SunState Raceway
Jan. 24, 1999-Reddick-MX of Marion County
Jan. 31, 1999-Dade City Raceway

MX AT GATORBACK,
Gainesville, FL
(Round of Hardrock Series)
Dec. 13, 1998

MX AT GATORBACK,
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Feb. 27 & 28, 1999

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(Left) Bengt Johansson made a double moto sweep of the Over 50 Master class at REM Glen Helen Motocross in San Bernardino, California.
(Above) At the Pleasure Riders Labor Day Shootout, Jason Northrup took the fast time and two class wins in Cayuga, Indiana.

Johansson hauls at REM Glen Helen MX

By Rocky Hash

SAN BERNARDINO, CA., SEPT. 12
Bengt Johansson, an established member of Motocross Action's "wrecking crew," must love Racing Enterprises Motosports' new track at Glen Helen Raceway Park. Johansson used his YZ400F thumper to negotiate the Old World-style motocross course to near perfection on his way to a convincing double moto sweep in the Over 50 Master class at the weekly Saturday motocross.

When the dust settled after the pack blasted off the line and cleared the first turn in moto one, it was easy to see the MXA trademark bright-orange helmet of Johansson out front with the holeshot. Behind Johansson, Tommy Pearl shoved his Honda CR250 into the second position. Ray Pisarski maneuvered into the third spot, while MXA's main man, Jody Weisel, occupied fourth. Chuck "Feets" Minert and his YZ250 rounded out the top five as the pack completed the first circuit.

Johansson proceeded to pull a four-second lead over the next few laps with his smooth and fluid riding. The battle for second, however, was heating up. Pisarski had managed to move his XR400 past Pearl after following his shadow around for the first half of the moto. Pearl didn't give in and began to apply pressure on Pisarski, looking to repass the Honda rider and take back the second position.

At the halfway mark, Johansson held a four-second advantage on Pisarski, who still held second. Pearl was in third, while Weisel was fourth. Yamaha pilot George Lazenby had moved up to occupy the fifth slot. As the moto approached the two-laps signal, Pearl put the pass on Pisarski's thumper and took back the second position. Weisel also began to close on Pisarski, and as the riders received the white flag, he was only back by about two bike lengths. When the checkered flag came out, Johansson was the first to see it as he took the moto win. Pearl rode in for second, while Pisarski held off Weisel's KX250 on the last lap to claim the third position.

At the start of moto two, the quick-starting Johansson grabbed another holeshot. This time, Weisel scooted his Kawasaki into second, while Pisarski held third. Pearl had suffered a poor start after being forced extremely wide in the first turn, but he had moved up to the fourth position by the time the racers came out of the back section to complete the first lap. Once again, Johansson went about knocking off a couple of mistake-free and fast laps at the beginning of the moto. This enabled him to open up a five-second advantage on Weisel, who still held the second spot.

Pearl soon caught Pisarski and the two began to argue over the third position. The two riders engaged in a battle that pushed them right up to Weisel's fender, and by the halfway mark the second, third and fourth positions were nose to tail. Out front, Johansson was putting on a clinic and continued to pull away with the lead. Pisarski pushed his Honda thumper past Weisel with two laps to go and moved into second. Pearl, meanwhile, was still in fourth, but that was not to last. As the riders received the white flag, Pearl put the pass on both Pisarski and Weisel to take over the second spot. At the checkered flag, Johansson took the moto win to complete his perfect day.

Pearl rode in for second after his fantastic last lap. Pisarski took third when he managed to pass Weisel on the last lap. On the day, Johansson's 1-1 tally earned him the overall victory. Pearl was second after finishing 2-2, while Pisarski's consistent 3-3 scores garnered him third.

Results

80 BEG: 1. Gregory Jones (Yam).
125 NOV: 1. Cliff Jennings (Suz); 2. Brian Stoner (KTM); 3. Michael Napoli (Kaw); 4. Johnny Price (Hon); 5. Scott Pfiffer (Suz).
125 INT: 1. Tim Olson (Hus)
125 PRO: 1. Willy Musgrave (Suz); 2. Pete Murray (Kaw); 3. Mark Tilley (KTM).
250 NOV: 1. Mark Oldroyd (Hon); 2. Ichiro Nakaya (Suz); 3. Dennis Michalis (Yam); 4. Steve Sailing (Yam); 5. Brian Bonello (Hon).
VET BEG: 1. Chris Bush (Yam); 2. Kevin Gotto (Suz); 3. Mike Young (Hus); 4. Stewart Moss (KTM); 5. Justin Kekaha (Suz).
VET NOV: 1. Jerry Jackson (Kaw); 2. Gary Harada (Kaw); 3. Gene Enenberger (Yam); 4. Keith Stoner (KTM); 5. Eric Crippa (Hon).
VET INT: 1. Ron Lawson (Kaw); 2. Bob Johnson (Kaw); 3. Ken Mallow (Kaw); 4. Brian Miller (Suz); 5. Ray Vincent (Yam).
VET PRO: 1. Terry Fowler (Hon); 2. Mike Beier (Yam); 3. Billy Frank (Kaw).
40+ NOV: 1. Steve Roark (Yam); 2. Jeff Arzouman (Yam); 3. Jeff Newman (Yam); 4. Ray Guilbeau (Yam); 5. Leonard Kirse (Hon).
40+ INT: 1. Mark Hall (Yam); 2. Michael Rigdon (Hon); 3. Curt Jablonski (Hon); 4. Mic Rodgers (Hon); 5. Bob Sullivan (Hon).
40+ EX: 1. Dan Stoner (KTM); 2. Pete Vetrano (TM); 3. Dennis McAdam (Hon); 4. Gary Scott (Yam); 5. Kurt Strommer (Hon).
40+ MSTR: 1. Gary Jones (Yam); 2. Rich Eierstedt (Yam); 3. Marc Crosby (Kaw); 4. George Kohler (Hon); 5. Willy Amaradio (Yam).
50+ INT: 1. Steve Jennings (Yam); 2. Dennis Rosenberg (Yam); 3. John Frendo (Hon).
50+ MSTR: 1. Bengt Johansson (Yam); 2. Tommy Pearl (Hon); 3. Ray Pisarski (Hon); 4. Jody Weisel (Kaw); 5. George Lazenby (Yam).

Northrup fastest gun at Labor Day Hillclimb Shootout

By Bud Northrup
Photo by Mark Lewis

CAYUGA, IN, SEPT. 7
Jason Northrup has been the most prolific of the fast-time jockeys in D-15 and D-17 hillclimb the past two years, claiming 11 in 1996 and eight in 1997 despite missing nearly half a season due to injury.

The Labor Day weekend tripleheader at the Pleasure Riders appeared to continue the trend as he was second fastest behind Andy Fortner on Saturday night, then third fastest behind Mark Shafer and Fortner on Sunday. But on Labor Day he put together a perfect ride on his powerful "Hondasaki" triple and claimed the fast-time trophy, along with two class wins.

Northrup set an early fast-time mark in 600cc-class action, turning a 3.161-second time on the Gayle Jenkins Honda he was riding while his CR500 was in pieces. The time didn't hold up long, however, as John Scroggins posted a 3.103-second time on his CR500, and then Mark Shafer ran his KX500 over the top with a sparkling 3.042-second time. "Fast Andy" Fortner, who had been second fastest behind Shafer the day before, flew his CR500 far over the double jump and sailed over the top in a sizzling 2.948 seconds to take the class lead and set the fast time. No one in the class was able to match that ride in second-round action. John Scroggins nailed a 3.009-second time to move around Shafer into third while Northrup stayed in fourth with a 3.142-second run and Kelly Brady ran fifth on his Honda with a 3.163-second time.

Northrup served notice in first-round action in the 750cc class. He launched the big triple over the double breakers and kept the power on, flying over the top in an excellent 2.969 seconds, only .021 of a second behind Fortner. The triple's rear wheel broke loose at about the 100-foot level, losing speed at the top of the hill. In the second round, Northrup again launched hard over the double jumps, but rolled the throttle off and managed to avoid wheel-spin, keeping power to the ground. The result was a 2.912-second run, fast time for the day and close to a hill record. Andy Fortner also hooked up with his triple, nailing a 3.055-second time for second place, with John Hillard, also on a triple, running third in 3.341 seconds. The crowd really enjoyed watching the Kawis fly at Cayuga.

Results

50 AUTO: 1. Blake Cappello (Lem); 2. Dylan Brady (Suz).
85 YTH: 1. Nick Mayo (Hon); 2. Eric Skaggs (Suz); 3. Chris Rivers (Suz); 4. Becka Williams (Kaw); 5. Jacob Tackitt (Yam).
200: 1. Scott Sheets Jr. (Kaw); 2. Mark Goodman Jr. (Kaw); 3. Kevin Ryan (Kaw); 4. Chris Rivers (Yam); 5. Becka Williams (Kaw).
250: 1. Mark Goodman Jr. (Kaw); 2. Kevin Cappello (Kaw); 3. Andy Fortner (Suz); 4. Roy Senaldi (Yam); 5. Don Barber Jr. (Suz).
400: 1. Mike Hillard (Yam); 2. Jason Northrup (Yam); 3. Steve Dougherty (KTM); 4. Steve Shafer (Yam); 5. Paul Hillard (Yam).
600: 1. Andy Fortner (Hon); 2. Mark Shafer (Kaw); 3. John Scroggins (Hon); 4. Jason Northrup (Hon); 5. Kelly Brady (Hon).
750: 1. Jason Northrup (Kaw); 2. Andy Fortner (Kaw); 3. John Hillard (Kaw).
OPEN: 1. Bob Fisher (H-D); 2. Jerrod Lindquist (Kaw); 3. Steve Shafer (H-D).
SR: 1. Gayle Jenkins (Hon); 2. Kevin Weaver (Hon); 3. Tim Wiggins (Tri); 4. Dan Walstad (BSA); 5. Bob Glenn (KTM).
PROD: 1. Mark Shafer (H-D); 2. Dan Walstad (BSA); 3. Jamie Roberts (Tri); 4. Tim Wiggins (Tri); 5. Jessica Walstad (Tri).
STK: 1. Jason Northrup (Kaw); 2. Mark Goodman Jr. (Kaw); 3. Mike Pulver (Suz); 4. Jeremy Weaver (Hon).
400 EX: 1. Andy Fortner (Suz); 2. Mark Goodman Jr. (Suz); 3. Jason Northrup (Suz).
OPN 2-STK EX: 1. Andy Fortner (Hon); 2. Jason Northrup (Hon).
OPN 4-STK EX: 1. Jerrod Lindquist (H-D); 2. Jamie Roberts (Tri); 3. Dan Walstad (BSA).
FTHR-SN: 1. Darrell Trent (Kaw); 2. Theresa Skaggs (Suz); 3. Don Barber Jr. (Suz).
FAST TIME: Jason Northrup (Kaw).

Sweat sweeps at Challenger MX

By Chad Davis

INDIANA, PA, AUG. 30
In the first round of the District 5 State Championship Series, Joshua Sweat took control of both the 125cc and 250cc A classes. It was a warm day and the wind was picking up as Johnny Onisko led the 125cc A pack around the first turn. It was not long, though, before Sweat made his move for the front of the class.

For the first lap, it was Shane McMillin who was leading, but he was slowly being reeled in by Sweat. A little further back in the pack, Tony Waugaman was making his way up through the field after a bad start. He was within striking distance of third place when a mistake was made, resulting in Waugaman having to restart his bike. Having difficulty, he started back up in eighth place and made a moderate comeback to fifth. The action was up front, though, as the leaders were wheel to wheel across the far-side triple. They remained side by side for a quarter of the track before Sweat pulled away. By the end of the race, the two leaders had an 18-second lead on the third-place ride.

In the second moto, Shane Lawson snagged the holeshot, with Sweat close behind. By the third corner Sweat had made the pass for the lead and was pulling away from the pack. Once again, Waugaman was plagued with a bad start and was pushing his way up through the pack. Also working his way up was Mitch Ward. As Sweat proceeded to pull away from the rest of the pack, Waugaman had caught up to Ward. After a close battle, a bump was made and Waugaman shot past, leaving Ward on the ground. At the end of the race, Sweat had pulled a 15-second lead over the second-place rider, and he took the overall for the 125cc A class with two wins.

The action was not limited to the 125s, however. Gene Stull was showing what he had in the 85cc (12-13) class. In the first moto for the 85cc machines, Stull had a rough start and had to maneuver his way through the pack. For the first half of the moto, James Singer, Ryan Coleman, and Jason Crisp were all battling closely for the lead. Cody Longwell moved up through the pack to join them for a little bit before fading back. Crisp tried the inside line of Coleman on the far side of the track, but Coleman powered past Crisp down the hill. As the battle for the lead continued, Stull was catching up by making passes any way he could. By the end of the moto, Stull had pulled a 12-second lead on the second-placed Coleman.

In the second moto, Stull once again had a midpack start and had to make a lot of passes to get up front. Up front early were Singer, Longwell and Coleman. Coleman was testing Longwell's inside line when Chris Manning came up to join in the battle. This left Singer with a little bit of breathing room, until Stull continued his charge for the lead. As Stull made his move, Coleman followed him across the finish line for second.

Results

50 1: 1. Shane Durham (Cob); 2. Tyler McGoff (Cob); 3. Dylan Slusser (Cob); 4. Henry Sprenig III (Cob); 5. Angelo Chiaraluna (KTM).
50 2: 1. Adam Bunting (Cob); 2. Darryn Durham (Cob); 3. Broc Streit (Cob); 4. Wesley Brown (Cob); 5. Keith Moran (Cob).
50 3: 1. Ryan Augustine (Yam); 2. Jimmy Knisley (Yam); 3 Broc Streit (Yam); 4. Dalton Charcalla (Yam); 5. Joe Bokon (Yam).

Franklin Ramey III takes the overall win at the Armadillo Enduro in Ocala, Florida.

65: 1. D.C. Clark (Kaw); 2. Nicholas Prendes (Kaw); 3. Andrew Kromel (Kaw); 4. Ben Ursic (Kaw); 5. Michael McDade (Kaw).

85 (12-13): 1. Gene Stull (Suz); 2. Ryan Coleman (Suz); 3. James Singer (Suz); 4. Jason Crisp (Yam); 5. Cody Longwell (Suz).

85 (14-15): 1. Adam Musgrove (Kaw); 2. Robert Shuckhart (Kaw); 3. Sammy Holland (Yam); 4. James Bowe (Suz); 5. Richard Wyne (Kaw).

S/MINI: 1. Brandon Bradley (Kaw); 2. Adam Musgrove (Kaw); 3. Robert Shuckhart (Kaw); 4. Jason Crisp (Yam); 5. Mark Yaskanich (Kaw).

125 A: 1. Joshua Sweat (Suz); 2. Shane Lawson (Yam); 3. Tony Waugaman (Suz); 4. Mitch Ward (Suz); 5. Johnny Onisko (Kaw).

125 B: 1. David Hill (Kaw); 2. Brian Patterson (Suz); 3. Brian Gerth (Suz); 4. Thomas Kelly (Kaw); 5. Bradley Astolos (Kaw).

125 C: 1. Jason Berger (Yam); 2. Aaron Berry (Suz); 3. Albert Sebeck (Suz); 4. Justin Hampton (Hon); 5. Gavin Meloy (Hon).

250 A: 1. Joshua Sweat (Suz); 2. Greg Kreinbrook (Kaw); 3. Gaylon Dickson Jr. (Kaw); 4. Mitch Ward (Suz); 5. Shane McMillin (Hon).

250 B: 1. Mark Bosnic (Suz); 2. Justin Paris (Suz); 3. Walter Mahoney (Kaw); 4. Ross Bartlett (Kaw); 5. Travis Mahoney (Suz).

250 C: 1. Jesse Calvert (Kaw); 2. Denny Stilwell (Yam); 3. Chris Sekora (Kaw); 4. William Marrara (Suz); 5. Ben Corcetti (Suz).

OPEN B: 1. Jamie Held (Hon); 2. Edward Michoces Jr. (Yam); 3. David Beavans (Yam); 4. Mark Lane (Yam); 5. David Fox (Kaw).

25+: 1. Gaylon Dickson (Kaw); 2. Ross Bartlett (Kaw); 3. Todd Streit (Suz); 4. Shane Lawson (Yam); 5. Stephen Crowe II (Suz).

VET A: 1. Gaylon Dickson Jr. (Kaw) 2. Todd Streit (Suz); 3. James Knisley (Kaw); 4. Jeffrey Provance (Kaw); 5. Robert Hafer (Suz).

VET B: 1. Norman Lamacz (Kaw); 2. Bryan Campbell (Yam); 3. Dean Auen (Kaw); 4. Edward Mihoces (Yam); 5. Richard Brown (Kaw).

VET C: 1. Ralph Anthony Jr. (Hon); 2. James Handyside Jr. (Yam); 3. John Miller (Hon); 4. Joseph Shaw (Suz); 5. Jesse Anthony (Hon).

40+: 1. Jeffrey Provance (Kaw); 2. Jack Mills (Yam); 3. Henry Hauenstein (Kaw); 4. Jim Kraly (Yam); 5. Kevin McGinty (Hon).

Ramey impervious at Armadillo Enduro

By Kenneth King

OCALA, FL, AUG. 31

In spite of high temperatures and dusty conditions, Franklin Ramey III rode his Gas Gas to the overall win at the opening round of the SETRA Enduro Series, the Armadillo Enduro.

Ramey parted ways with KTM at the end of last season and joined the Gas Gas team. This was his first race on the new bike, and the first win for Gas Gas in the SETRA series. In the number-two spot was Team Green rider and FTR enduro champion Ashley Brewer with a four-point loss.

Rounding out the top three was SETRA Hare Scrambles champion Allen Gravitt on a 1999 KTM 200. He just picked his bike up a few days before this race, so this was his first opportunity to really ride the bike.

In the fourth spot was Team Green rider Tommy Veator with a five, and Senior A rider Mitch McRee nabbed the fifth position, also with a five-point loss.

Key time was 9 a.m. Riders lined up for the start, and after a brief jaunt down a power-line road they headed straight into the woods. The trail was sandy and gave riders plenty of opportunities to test their whoop-riding abilities. Ramey, riding on row 24, was the only rider to make it through the 7-mile section and stay on his minute. Brewer was one row behind Ramey, trying to keep the pressure on him. He would post a one-point loss at check two. Gravitt would also drop a point in the section.

"I had a guy fall right in front of me," said Gravitt. "There was a tree across the trail and he fell under the tree. I just had to wait for him to get up. It cost me 25 or 30 seconds, easy. I should have zeroed the check; I came in at 1:13."

Eight riders managed to go through the section with a one-point loss, the average being four

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(Left) Ryan Fisher took his third consecutive championship title - a feat never before accomplished - at the 1998 Junior National Championship, held at the Gold Country Fairgrounds in Auburn, California.
(Above) Mark "The Shark" Shafer, flying his KX500 over the top of Pleasure Riders Hill, had the fast time of the day in Georgetown, Illinois.

to six points lost. At the 10-mile mark there was a needed reset. The next 13 miles of trail was a little more difficult in places, and it was easy to get behind, but road sections throughout gave the riders time to catch back up. Check three, at 27.20 miles, caught many riders off guard. Brewer was one of the riders to get burned.

Eight miles of trail followed, leading to check four.a few hundred yards before the gas stop. It was placed in a corner and caught many riders off guard, many by several minutes. Brewer was about 30 seconds hot and did the trials thing for about 40 feet to burn up the time.

"I was a little early there, but I managed to burn up the seconds," Brewer said. "Creeping along in that deep sand is tough."

The gas was at 43 miles and was a welcome break for all. The temperature was now in the high 90s, and the tough trails were claiming victims in the lower classes.

After the gas, the trail got tight and meandered through a clay pit. It contained the most diverse terrain of the race.

Check five was at 53 miles, and the 10 miles of trail before that were open enough for most of the fast guys to maintain their time. The distance from check five to check six was about four miles, and once again the club placed the check and nabbed riders early. Gravitt got burned there. Brewer burned the check, too.

Gravitt and Brewer posted the fast time with a one-point loss. Ramey had brake problems and dropped two in the section. Brewer was able to capitalize on Ramey's troubles.

There was a reset after, then on to check eight at 68.80 miles. The trail was pretty much the same as earlier in the race: tight trail and jeep roads. Checks eight, nine and 10 were all zeroed by almost everyone. Check 10 caught some early. Quite a few riders tallied more hot points than late points at the run's end.

When the final scores were added up, Ramey got the top spot with a two; Brewer and Gravitt tied with four each. Brewer took the nod on the tie breakers.

Results

O/A: 1. Franklin Ramey III; 2. Ashley Brewer; 3. Allen Gravitt; 4. Tommy Veator; 5. Mitch McRee.
AA: 1. Ashley Brewer; 2. Allen Gravitt; 3. Tommy Veator.
OPEN A: 1. Mike Scott; 2. Kenny Boyd.
250 A: 1. Don Baxley; 2. Johnnie Grigsby; 3. Danny Barrett.
200 A: 1. Sonny Morabito; 2. Steve New; 3. Mark Thompson.
4-STRK A: 1. Frank Anello; 2. David Kuka Jr.; 3. Mike Martin.
VET A: 1. Maynard Patterson; 2. Cliff Rodgers; 3. Jonny Simpkins.
SR A: 1. Mitch McRee; 2. Robert Neeley; 3. Terry Hughs.
S/SR A: 1. Mike Shank; 2. John Kealey; 3. David Kuka.
MSTR A: 1. Joe Van Seeters; 2. John Watts; 3. Jim Ford.
OPEN B: 1. David MacAdam; 2. Chris Doran; 3. Terry Wetherington.
250 B: 1. Donnie Brewer; 2. Kim Watson; 3. Richard Morabito.
200 B: 1. Wilson Cagle; 2. Andy Dean; 3. Mathew Gillard.
125 B: 1. Maynard Patterson Jr.; 2. John Franklin; 3. Jim Yoriano.
4-STRK B: 1. Nik Johnson; 2. Gary Crumbaker; 3. Peter Magee.
VET B: 1. William Prosser; 2. Pat Williamson; 3. Bob Granger.
SR B: 1. Robert Tanner; 2. Craig Wallace; 3. Frank Shoenbeck.
S/SR B: 1. Stuart Blanton; 2. Lane Shephard; 3. Gates Pelletier.
MSTR B: 1. John Green; 2. Jim Tallabacka; 3. Steve Huggins.
OPEN C: 1. John Fisher; 2. Scott Corlett; 3. Paul Girard.
250 C: 1. Craig Boomberg; 2. Wesley Merit; 3. Jason Hutchings.
200 C: 1. Sam Nelson; 2. Ed Ellsworth; 3. Bradlee Cribs.
125 C: 1. Sean Wallace; 2. Richard Beard; 3. Forrest Taylor.
4-STRK C: 1. Scott Lamb; 2. James Hooper; 3. Glen Grotendorst.
VET C: 1. Jerry Caudle; 2. George Tolson; 3. Denny Liegerot.
SR C: 1. Cameron Smith; 2. Carl Monroe; 3. Alex Austin.
S/SR C: 1. John Day; 2. Mike Lynn; 3. William Thompson.
MSTR C: 1. Buddy Gaillard; 2. Bill Goldsby; 3. Sam Shaw.
GOLDEN MSTR: 1. Richard Smith; 2. John Schnelbach; 3. Ron Hawk.
WMN: 1. Karen Nelson; 2. Linda Rorrio; 3. Vicki Wilcox.
VINT: 1. Chuck Miller; 2. Ed Thomas.

Fisher wins third Junior title at Gold Country Speedway

By M. Sober
Photo by Gen Moore

AUBURN, CA, SEPT. 4
"Flyin' Ryan" Fisher moved himself into a very rare and elite category by virtue of a perfect maximum score of 16 points at the 1998 Junior National Championship, held at the Gold Country Fairgrounds.

It was Fisher's third consecutive title - a feat that has never been accomplished in the Junior Speedway ranks. In fact, no other Junior has won the title more than twice. Previously, Ronnie Correy (1981-82), Josh Lasen (1986-87), Brent Werner (1988-89) and Stephen Downing (1993-94) had won two consecutive titles, but all failed in their third attempt or grew too old to complete the hat trick. Fisher has the opportunity to put the record virtually out of reach, as he still has one more year of Junior Speedway eligibility left in 1999.

Unlike the 500cc Pros that were competing in the Auburn track championship in the same event, the Juniors produced a field of seven riders that had to face each other twice during the night. Four points were awarded for a win, three for second, two for third and one point for fourth. In the first heat, Fisher gated smartly and was clear as the field entered the first turns. Bryan Yarrow initially ran second but eventually fell and was credited with the fourth spot. Chris Kerr held the second spot over J.J. Martynse. In the second First Division Junior race, Yarrow got the early lead, only to have Northern California Junior points champion Eric Carrillo work underneath him and take the win. Yarrow was second, Kerr was third, and A.J. Jones survived a starting-line loop to finish in fourth. In the third heat, Fisher had his only scare of the evening when he was taken out near the turn-two wall by A.J. Jones at the start. Donnie Robinson took advantage of Fisher's poor start and led the pack through the next 2 1/2 laps. Once Robinson spun out in turn three of lap three, Fisher had a clear track and another four-point win aboard his RMC Carriers/T&N Jones/Thompson Plating NJK/Bill Cody-backed Jawa.

"I was a little worried when I fell behind in that second heat, but I knew I could catch him," Fisher said after the race. "I just want to thank my dad. Without him, I would have no Speedway titles."

In heat number four, Fisher met Carillo for the first time. Fisher got the gate and was followed by the smooth-riding Carillo, who couldn't make up any ground and had to settle for second place. Bryan Yarrow was third and Robinson was fourth. Donnie Robinson got his first win of the event in the next heat when he outgated and beat Yarrow, A.J. Jones and J.J. Martynse, in that order. Race six - the last chance for Carillo to put an end to Fisher's domination - came and went with somewhat predictable results. Fisher got the start and assumed a lead he would not relinquish. Carillo, who rides for Rod Lake/Peterich Cycle/Off Beat Productions, put in a nearly flawless performance behind the champion but couldn't find a chink in his armor and finished a frustrating second. For the second heat in a row, A.J. Jones was third and J.J. Martynse was fourth. In the final race of the 1998 championship, Carillo claimed second place overall with a nice win over Donnie Robinson, J.J. Martynse and Chris Kerr, whose bike failed to make the call.

Results

D-1 JR: 1. Ryan Fisher (Jaw); 2. Eric Carrillo (Jaw); 3. Donnie Robinson (Jaw); 4. Bryan Yarrow (Wes); 5. Chris Kerr (Wes).
D-2 JR: 1. Matt Browne (Wes); 2. (TIE) Jonathan Curry (Jaw)/Jay Heidt (Wes); 4. Tony Martinez (Wes); 5. Scott Hawley (Wes).
D-3 JR: 1. Ray Linn (Wes); 2. Alex Marcucci (Wes); 3. (TIE) Brenton Bast (BSA)/Greg Hooton (Hon); 5. Mark Carrillo (Tri).

Shafer shaking at Pleasure Riders Hillclimb

By Bud Northrup
Photo by Mark Lewis

GEORGETOWN, IL, SEPT. 6
Mark Shafer returned to hillclimb action after missing the previous night and made his presence felt. Jason Northrup had ridden Shafer's KX500 the night before and had turned the fast time until Andy Fortner showed up and took it away from him. Shafer showed everyone how it should be done as he set the first-round fast time with a blazing 3.035-second run on his first ride. "Fast Andy" Fortner, however, came back to nail a superb 2.989-second run to move into the lead in second-round action. Fortner was set to take his second straight fast time of the weekend. But Shafer launched his Kawasaki with full throttle on and held it there, flying over the top in a blistering 2.946 seconds to take the class win and set the fast time. Jason Northrup, riding a CR500 borrowed from Gayle Jenkins, stopped the clock in 3.126 seconds for third place, with John Scroggins hard on his heels with a 3.135-second time on his Honda. Darrell Trent brought his Honda in fifth in 3.237 seconds.

Bob Fisher was the only rider to claim two class wins, doing it on his Superior Cycle Harley in the Open and Pushrod classes. Fisher had to come from behind in the Open class as Steve Shafer took the first-round lead with a solid 4.041-second run on his Harley, while Jerrod Lindquist was in second place with a 4.054-second run on his big-bore Kawasaki. Fisher delivered in the second round, however, showing once again why he's called "Flyin' Fisher." He launched his big Sportster over the double jump and flew over the top in a breathtaking 3.284 seconds to take the class win in a very convincing fashion.

Fisher repeated his performance in the Pushrod class. His 4.133-second first-round ride had him in second place behind Steve Shafer, who had run 4.107 seconds. The results were even better than his Open-class win, as the Harley roared over the top in 3.247 seconds, sealing another very impressive class win. Jamie Roberts put his Triumph over in 3.952 for second place, and Shafer held on to third.

Results

50 AUTO: 1. Blake Cappello (Lem); 2. Dylan Brady (Suz).
85 YTH: 1. Nick Mayo (Hon); 2. Chris Rivers (Suz); 3. Becka Williams (Kaw); 4. Jacob Tackitt (Yam); 5. Damon Mayo (Kaw).
200: 1. Scott Sheets Jr. (Kaw); 2. Mark Goodman Jr. (Kaw); 3. Kevin Ryan (Kaw); 4. Matt Weaver (Kaw); 5. Chris Rivers (Yam).
250: 1. Andy Fortner (Suz); 2. Kevin Cappello (Kaw); 3. Mark Goodman Jr. (Kaw); 4. Roy Senaldi (Yam); 5. Don Barber Jr. (Suz).
400: 1. Mike Hillard (Yam); 2. Jason Northrup (Yam); 3. Steve Shafer (Yam); 4. Jessica Walstad (Yam); 5. Bill Stark (Hon).
600: 1. Mark Shafer (Kaw); 2. Andy Fortner (Hon); 3. Jason Northrup (Hon); 4. John Scroggins (Hon); 5. Darrell Trent (Hon).
750: 1. Jason Northrup (Kaw); 2. Andy Fortner (Kaw); 3. John Hillard (Kaw).
OPEN: 1. Bob Fisher (H-D); 2. Jerrod Lindquist (Kaw); 3. Steve Shafer (H-D); 4. John Hillard (H-D).
SR: 1. Kevin Weaver (Hon); 2. Gayle Jenkins (Hon); 3. Dan Walstad (BSA); 4. Bob Glenn (KTM); 5. Mark Goodman Sr. (Kaw).
PROD: 1. Bob Fisher (H-D); 2. Jamie Roberts (Tri); 3. Steve Shafer (H-D); 4. Tim Wiggins (Tri); 5. Dan Walstad (BSA).
STK: 1. Mark Goodman Jr. (Kaw); 2. Mike Pulver (Suz); 3. Jason Northrup (Yam).
FAST TIME: Mark Shafer (Kaw).

Jernigan, Downing not clowning at West Florida MX

By Neal R. Thomas

MILTON, FL, AUG. 29
Randy Jernigan and Clay Downing set the track ablaze by smoking the competition on a hot summer's night of racing at West Florida Motocross Park.

The Open Money main started off with another heart-stopping Jernigan holeshot. He launched a good 20 feet further than anyone else off the start straight jump to snag the lead into the first turn, followed by Lee Span and Brian Young. Jernigan seemed to sprout wings and fly through the whoops to establish a lead that he stretched to the checkers for a business-as-usual win. Nevertheless, the race behind him was action-packed. Span was under immediate attack from Young, whose aggressive riding style made it look like his throttle was stuck wide open. Young was on a 125 against mostly 250s, and that explains some of his hyper riding style. He rode a little too aggressive in the turn after the whoops, taking himself and Span down in a pass attempt. Just before their crash, Daniel Young block-passed Kyle Hochstotler to put himself in a position to capitalize on Brian Young and Span's tumble. He was then in a close third, where he began to make time on John Melton, who was holding second. Melton looked like he felt the pressure and turned up some extra steam. He showed good conditioning as he pulled back away from the fast but failing Young, who then slowed dramatically for unknown reasons. He was then zapped by Brian Young, Span and Derek Fore.

When the white flag came out, Jernigan was gone and still pulling away. Melton had established himself in a strong second. Brian Young still had the throttle stuck wide open, trying to make up lost ground. Span held on to fourth and Fore finished fifth.

Chase Woolard had a chance to show his wild heritage by taking a chancy-looking holeshot and then falling several times to effectively put himself out of the 125cc main. That set up Johnny Kozain for another turn at the point, which he held for a lap or two. Downing, who seemed to have learned so much about the

importance of smoothness in the heat race, finally found his rhythm and jumped past Kozain to take the lead. He was riding like a different man than the one he had been in the heat race, and he rode off to an easy win, followed by Kozain, Lee Williams, Chase Livingston and Woolard.

Results

P/W B : 1. K. Mayo; 2. Cody Griggers.

P/W C: 1. Cody Harris; 2. Jeremy Metteer; 3. Jacob Mayo; 4. Justin Gibson.

P/W D: 1. Hunter Link; 2. Chassidy Hall; 3. Geoffrey Waters; 4. Frankie Butler; 5. Dylan White.

OPEN P/W: 1. Patrick Buell; 2. Jacob Mayo; 3. Jacob Boudreaux; 4. Kaisey Boutwell.

JR MINI: 1. Cole Boutwell; 2. Kevin Quinn; 3. Jeremy Cowert.

80 B: 1. Lee Williams; 2. Cole Boutwell; 3. Jim Kolasa; 4. Clayton Arnold; 5. Clinton Arnold.

80 C: 1. Art Stromberg; 2. Brandon Bell; 3. Zack Nesius; 4. Brad Stromberg; 5. Chris Glaze.

80 D: 1. Dustin Admire; 2. Ben Fleetwood; 3. Eric Odom; 4. Karl Harrison; 5. Douglas McKoy.

125 MNY: 1. Brian Young; 2. Alan Flanagan; 3. Hal Martin; 4. John Melton; 5. Kyle Hochstotler.

125 B: 1. Darren Fortin; 2. Derek Fore.

125 C: 1. Clay Downing; 2. Johnny Kozain; 3. Lee Williams; 4. Chase Livingston; 5. Chase Woolard.

125 D: 1. Jackie Cook; 2. Marty Richards; 3. Brad Brooks; 4. Chris Glaze; 5. Hershall Gilly.

OPEN MNY: 1. Randy Jernigan; 2. John Melton; 3. Brian Young; 4. Lee Span; 5. Derek Fore.

250 B: 1. Chuck Herbstreith.

250 C: 1. Jeremy Fowler; 2. Rodney Reed.

250 D: 1. Jerry Young; 2. Brian Chalcupek; 3. Anthony Croy; 4. Bryan Gierstenberg.

VET B: 1. Bob Riker; 2. Scotty Hubbard; 3. John Hanford.

VET C: 1. Jason Gentry; 2. Dana Barberi; 3. Troy Thomas; 4. Revel Phillips.

HBBY: 1. Richard Goolsby; 2. Kenny Simmons; 3. Joey Nielsen; 4. Anton Watson; 5. Joey Nehl.

Francis, Hansen trade Garden City Stadium Race wins

By Jesi Jones

GARDEN CITY, KS, SEPT. 5

Riders from several states came to Checkered Flag Productions' two-day stadium-race event over Labor Day weekend. The field was evenly spread and the racing was close, tight and exciting, with no racer clearly dominating - with the exception of Suzuki rider Nick Metcalf, who won in both the 125cc and 250cc Amateur classes.

The 125cc Pros had some bar-banging action, as Topeka's Cory Francis (leading on a Shawnee Wholesale/Pro Action/JT) and Trent Hansen, from North Platte, Nebraska (on a Budke Motors/Oakley/O'Neal/Toxic Reeds Honda), fought it out for first and second. Matt Smith from Manhattan, Kansas (on a SplitFire/One Industries/No-Toil Oils Kawasaki), and Erik Janssen from Elizabeth, Colorado (on an F&S Suzuki/GSMXS/Scott/Suzuki), were in close pursuit. On the final lap, Hansen set up Francis for an aggressive block right after the "65" triple and entry to the whoops. However, it didn't work; they both got stuck together for a few seconds, almost allowing both Smith and Janssen to pass. As they separated, Francis was able to get going quicker, and the finish order remained unchanged from prior to the hard-contact encounter.

The 250cc main event saw Brandon Lacey racing aggressively against Hansen. Hansen pulled the holeshot, with Lacey close on his rear tire. Lacey showed him a wheel. Hansen kept him behind by only doubling the triple. Hansen controlled his lines, and Lacey went down, eventually finishing fifth. Francis stayed about 10 lengths behind Hansen, unable to close. The real race was between the F&S Suzuki of Janssen and the Nichols Honda of Jon Hedden from Valley Center, Kansas.

Janssen got a late start but quickly charged to third after Lacey fell. Hedden charged right to Janssen's rear tire, showing him a wheel several times. Janssen never foundered and he controlled his lines, but he was never able to pull back a lead. Hedden followed closely. On the last lap, Hedden attempted a block in the same corner where Hansen and Francis had tangled on the 125s. Janssen saw it coming; so did the crowd - there was loud cheering. Janssen jumped the triple. However, rather than railing the berm and leaving himself open for the block, he braked aggressively and held the inside line, preventing both a block and an inside-out pass. Janssen then tripled into the whoops, pulling a three-bike-length lead with the increased momentum, maintaining a comfortable lead to the checkered flag. The SRO crowd cheered the tight action!

Results

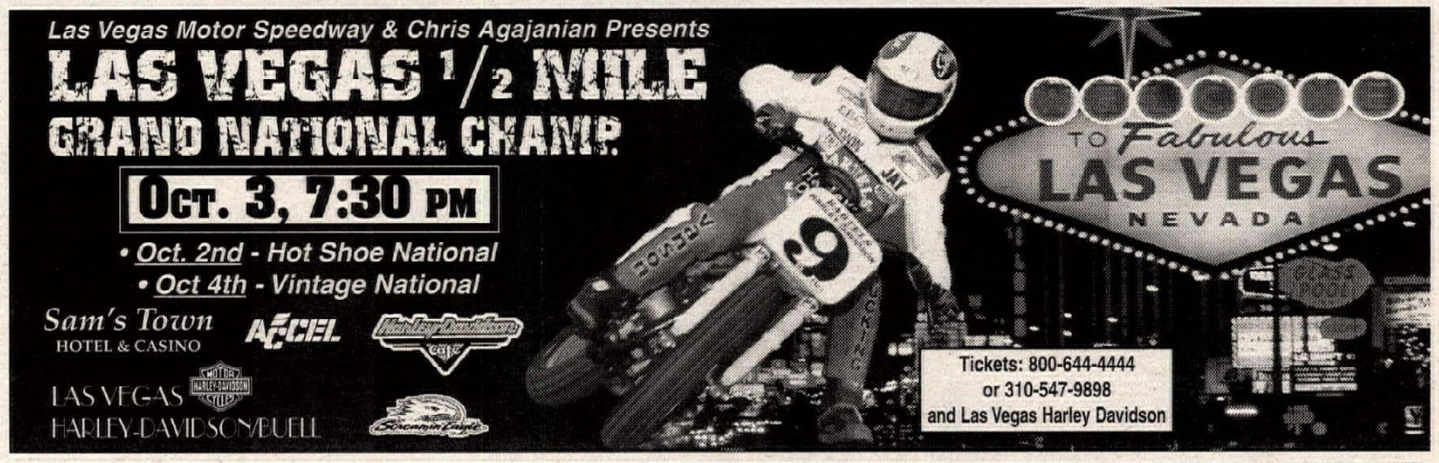
125 AM: 1. Nick Metcalf (Suz); 2. Heath Unruh (Kaw); 3. Jason Hobe; 4. Jon Baker; 5. Robert Collins.

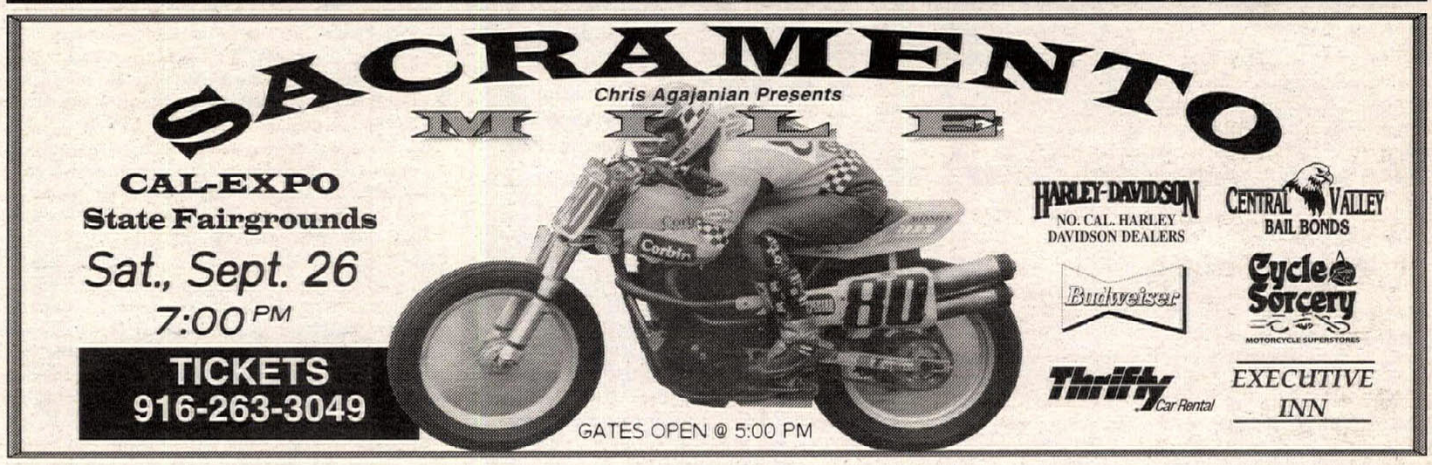
125 PRO: 1. Cory Francis (Suz); 2. Trent Hansen (Hon); 3. Matt Smith (Kaw); 4. Erik Janssen (Suz); 5. Jon Hedden (Yam).

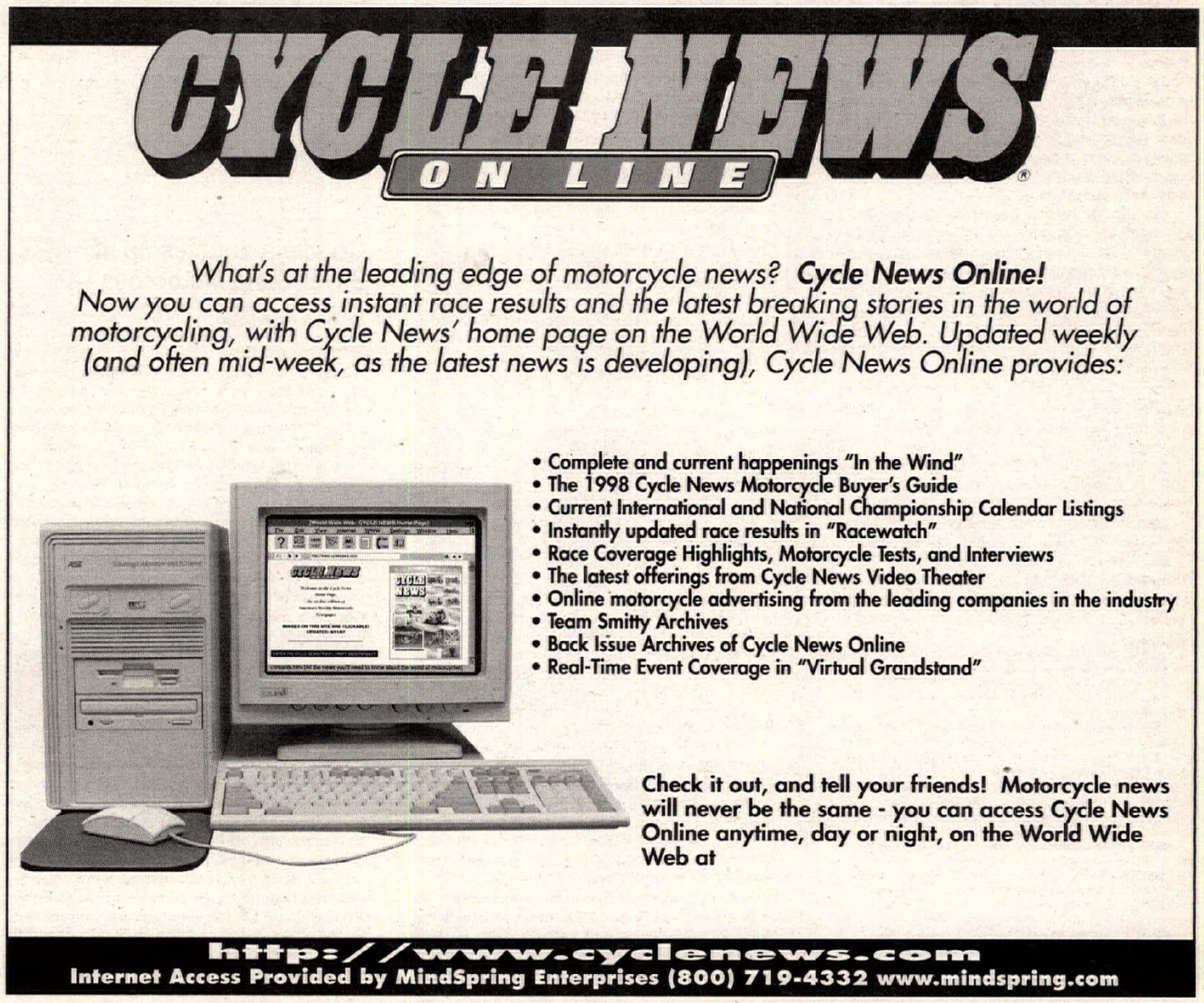
250 AM: 1. Nick Metcalf (Suz); 2. Robert Collins; 3. Dale Stonestreet; 4. Sammy Matthews; 5. Shea Showalter.

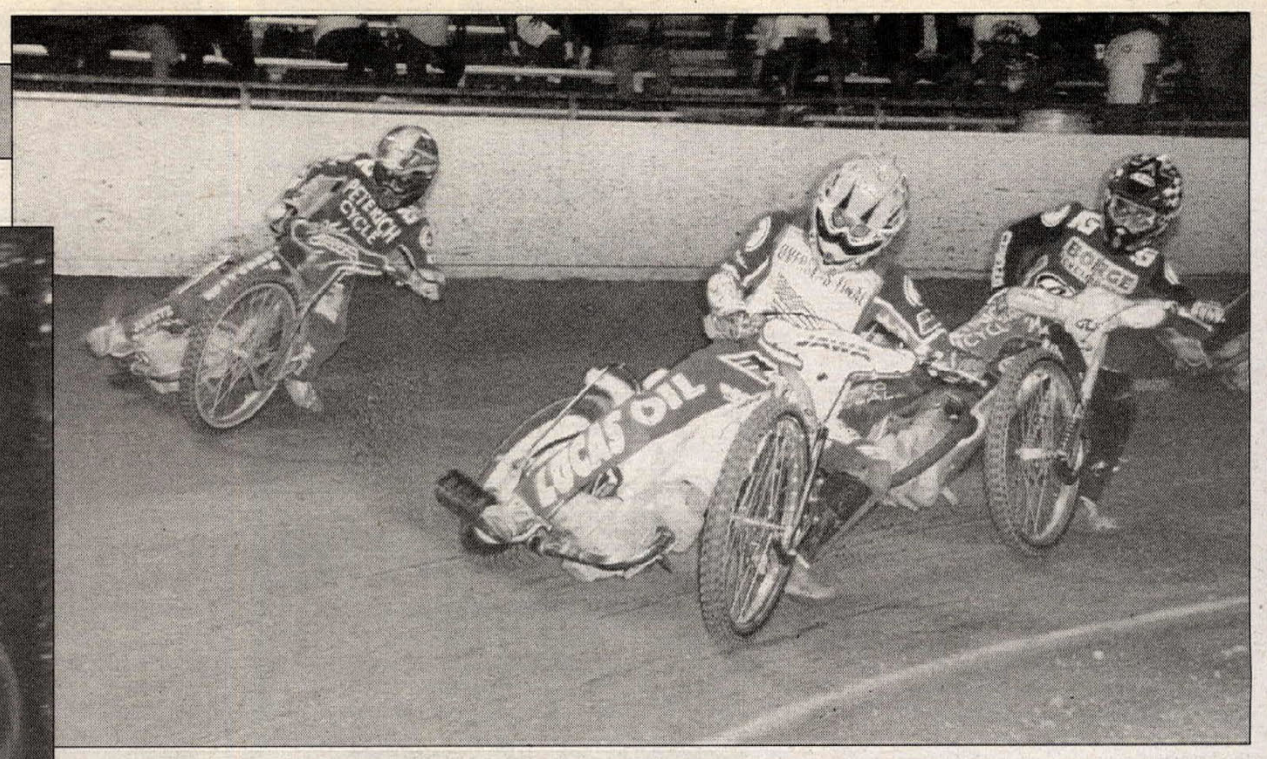
250 PRO: 1. Trent Hansen (Hon); 2. Cory Francis (Suz); 3. Erik Janssen (Suz); 4. Jon Hedden (Hon); 5. Brandon Lacey (Yam).

JUMP-OFF: 1. Brandon Lacey; 2. Heath Unruh; 3. Erik Janssen.









(Above) Charlie Venegas (center) wins the Auburn track championship in Auburn, California. (Left) "Fast Andy" Fortner had two class wins and the fastest time in Cayuga, Indiana.

Fortner fantastic at Cayuga Hillclimb

By Bud Northrup
Photo by Mark Lewis

CAYUGA, IN, SEPT. 5
Andy Fortner came in late for the Pleasure Riders night hillclimb, getting there just before halftime but arriving early enough to spoil a couple of riders' hopes for class wins.

Mark Goodman Jr. had set the fast time in the 250cc class with a 3.359-second time on his KX250. Fortner, however, flew his RM250 over the top when he arrived in a blazing 3.331 seconds to take over the lead by a mere .028 of a second. The time would prove to hold up in second-round action for the win. Kevin Cappello took third on his KX250 in 3.399 seconds, with Suzuki-mounted Don Barber Jr. taking fourth in 3.847 seconds and Roy Senaldi taking fifth on his YZ250 with a 4.115-second run.

Northrup's hot Honda had been in pieces for the past two weeks, and he was riding a KX500 borrowed from Mark Shafer. Northrup delivered a 3.297-second first-round time on the Kawasaki and was not only sitting in the class lead but also on the fast time of the night. Fortner changed all of that as he launched his CR500. Fortner's front wheel left the ground at the top of the 25-foot first breaker, and he landed on his back wheel far past the second breaker with the power on. Fortner rode the wheelie past the 110-foot mark, where the front wheel touched down ever so briefly and then popped up again as he flew high and far over the top of the 125-foot hill in a breathtaking 3.037 seconds.

Northrup improved his first-round time to 3.238 seconds in second-round action but had to settle for second place, while John Scroggins brought his CR500 home in third place with a 3.362-second run. Darrell Trent and Kelly Brady, both riding Hondas, finished fourth and fifth.

Results

FAST TIME: Andy Fortner (Hon).
50 AUTO: 1. Blake Cappello (Lem); 2. Dylan J. Brady (Suz).
85 YTH: 1. Nick Mayo (Hon); 2. Chris Rivers (Suz); 3. Damon Mayo (Kaw); 4. Becka Williams (Kaw); 5. Donald Barber III (Kaw).
200: 1. Mark Goodman Jr. (Kaw); 2. Kevin Ryan (Kaw); 3. Chris Rivers (Yam); 4. Matt Weaver (Kaw); 5. Scott Sheets (Kaw).
250: 1. Andy Fortner (Suz); 2. Mark Goodman Jr. (Kaw); 3. Kevin Cappello (Kaw); 4. Donald Barber Jr. (Suz); 5. Roy Senaldi (Yam).
400: 1. Mike Hillard (Yam); 2. Jason Northrup (Yam); 3. Steve Dougherty (KTM); 4. Steve Shafer (Yam); 5. Mike Mayles (Yam).
600: 1. Andy Fortner (Hon); 2. Jason Northrup (Kaw); 3. John Scroggins (Hon); 4. Darrell Trent (Hon); 5. Kelly Brady (Hon).
750: 1. Jason Northrup (Kaw); 2. John Hillard (Kaw); 3. Andy Fortner (Kaw).
OPEN: 1. Steve Shafer (H-D); 2. Bob Fisher (H-D); 3. John Hillard (H-D).
SR: 1. Kevin Weaver (Hon); 2. Gayle Jenkins (Hon); 3. Dan Walstad (BSA); 4. Tim Wiggins (Tri); 5. Bob Glenn (KTM).
PROD: 1. Bob Fisher (H-D); 2. Jaimie Roberts (Tri); 3. Dan Walstad (BSA); 4. Steve Shafer (H-D); 5. Tim Wiggins (Tri).
STK: 1. Mark Goodman Jr. (Kaw); 2. Jason Northrup (Yam); 3. Mike Pulver (Suz); 4. Kelly Brady (Hon); 5. Steve Shafer (Kaw).

Venegas victorious in Auburn Speedway

By M. Sober
Photo by Gen Moore

AUBURN, CA., SEPT. 4
Flamboyant Speedway veteran Charlie "The Edge" Venegas added another credential to his Speedway resume when he topped a very talented field to lay claim to the 1998 Auburn track championship.

The Fast Fridays championship employs the standard Speedway championship format of 16 riders competing in 20 four-rider heats. The heats are grouped into five rounds of four heats each, with each ride worth three points for a win, two for second place and one for third. Ian Ferris, who finished the regular season with two consecutive Handicap main wins, surprised everyone by taking the win in heat one over Venegas in heat two beat Bob Hicks and Billy Janniro. National Champion Mike Faria saw his title hopes go down in flames when the borrowed bike he was on couldn't survive the race. Bart Bast had to come from behind in the next heat, besting quick gater Matt Becker in the second lap on his way to three points. The first round of four heats ended with Randy DeFrancesco, who outgated and beating Rose Racing's Jimmy "The Jammer" Sisemore.

Sisemore opened the second round with another second-place finish, thwarted this time at the hands of Hicks. Faria easily won the next heat over Pat Linn and Vance Felicio. In event seven, DeFrancesco was disqualified for brushing the starting tapes. Venegas, who started first in each try, led the way over Matt Becker and an Essary and Tommy Hedden, who fell in turn two and couldn't catch up. Bobby Hedden got his act together in his second ride, taking a big win over Bast as Janniro wildly flung his chances away with a lap-four crash.

Faria continued his strong comeback in the opening ride of round three, outdistancing Becker and Ferris. Bast used his inside starting position to good advantage, as he claimed a close win over Hicks. Tommy Hedden got on the winners' board in heat 11 when he outgated Janniro and Robert Curry. Round three ended with a bang, literally, as point leader Venegas was sent into the turn-three wall when Sisemore and Vance Felicio went to the dirt on the first lap.

On the restart, Bobby Hedden once again got out in front, taking the checkered flag and the three points. Sisemore, was disqualified and left standing on the infield as Hedden took the only point anyone would get from Venegas in the meeting.

Venegas and Bast met in the opening ride of round four, with Venegas getting the start from the pole while Bast tried to rally. Bast had to settle for second. Sisemore's poor day continued in event 14, when he was involved in another spill, this time with Janniro and former National Junior Speedway Champion Matt Becker. Sisemore made a good start on the re-go, but he once again fell to second as Janniro got his only win of the event when Sisemore went wide in turn two. Hicks continued his solid riding in the next heat, winning from gate four over Tommy Hedden. Bobby Hedden closed out the fourth round with one of the finest moves seen this year at Fast Fridays. Faria got the start and looked to be headed for another patented victory when suddenly Hedden found the perfect outside dirt line in turns one and two on the second lap. He deftly drove clean around the National champ to the win.

The final round of four heats began with Ferris taking the win. Janniro was the early leader after a good start but couldn't hold on and finished his night's work with a spectacular but fortunately injury-free loop alongside the back-straight wall. Venegas had but one race to go to claim the overall victory, which is just what he did in heat 18. Venegas made short work of Chad Felicio, Robert Curry and Rich Marcucci. Bast kept the heat on Bobby Hedden and Hicks with a win over Faria and Tommy Hedden. Bobby Hedden broke the tie with Hicks in the final race, once again taking the win without the benefit of a particularly good start. The night's drizzling rain helped sustain the outside dirt that Hedden gratefully utilized throughout the evening, including the runoff in which he trailed early but eventually won from starting gate four.

Results

TRACK C'SHIP: 1. Charlie Venegas (Jaw); 2. Bobby Hedden (Jaw); 3. Bart Bast (Jaw); 4. Bob Hicks (Jaw); 5. Mike Faria (GM).
D-2 C'SHIP: 1. David Booth (Jaw); 2. Bill Newby (Jaw); 3. Harlan Bast (Wes); 4. Shawn Eldridge (Jaw).
D-3 C'SHIP: 1. Derik Silva (Jaw); 2. Bobby Chipman (Wes); 3. Glenn Scott (Jaw); 4. Joe Whiting (Wes).

Goodwin doubles up at Silver State Motocross

By Dick Goodwin

PAHRUMP, NV, SEPT. 5
"Railin' Ronnie" Goodwin took out two classes at Silver State Supercross Park as he gave a demonstration of his ever-increasing motocross talent by besting the Pee Wee (7-8) division and the Junior Cycle (6-8) class.

Goodwin faced some stiff competition in the Pee Wee fast-guys' class, as Travis Leavitt brought his Cobra down from Bunkerville, Nevada, to make sure that anyone getting honors in this class would really have to earn them. He set the tone early, jumping out in front of KTM kicker Cody Cannon and Goodwin to start race one. As Leavitt blazed around lap one, Goodwin made a strong pass before the tabletop to take over second. Carl Morris was hard on the gas in fourth. As Leavitt continued his blistering pace, Goodwin was able to just keep him in sight and the two pulled out a huge lead that would see them finish one-two in the first heat. Cody Cannon kept his KTM on the pipe to finish in the final podium spot.

"Too Tough" Travis Leavitt blasted his Cobra to the front once again to start the second half, just ahead of Carl Morris and Cody Cannon. Ronnie Goodwin, the other Cobra quickster, made two quick passes into second and set off after leader Leavitt. It took him a couple of laps to catch up and make the pass, but when he did, Travis hung tough and refused to go away. Goodwin and Leavitt were way out in front and, by race's end, Ronnie Goodwin was able to work up a five-second lead on his way to the win and the overall Pee Wee (7-8) crown. Travis Leavitt's solid second earned him second overall, while Cody Cannon took a well-deserved third.

Goodwin seemed to have it smoother and easier in the Junior Cycle (6-8) division, as he took the holeshot in and smoked both heats, finishing second overall each time out to and Junior (9-11) class winner and overall winner Cory Ayers.

Bigger bikes were also testing the track at Pahrump on Saturday as the 125cc Novices were getting it on. Jason O'Conner blasted out in front of the eighth-liter hotshoes to start race one, just ahead of Clark Abecassis and David Munoz. Boe Krahenbuhl quickly joined the lead pack on his Yamaha. Abecassis wasted no time, taking the lead on the first lap just after the tabletop.

Abecassis continued stretching his advantage, leaving Munoz and Krahenbuhl to fight over second after O'Conner went down. Clark Abecassis soldiered on to an easy win, while Krahenbuhl was given second when Munoz went down by the hill on the last lap.

Clark Abecassis smoked the start over Boe Krahenbuhl and Jason O'Conner. Abecassis was off to the races, and that's all she wrote for the moto and the overall 125cc Novice trophy. Second place was more dramatic, however, as Boe Krahenbuhl circulated around in the number-two spot until he dropped it in the pit. This allowed David Monoz and Jason O'Conner to take second and third and capture second and third overall in the 125cc Novice class.

Results

P/W (4-6): 1. Tanner Krahenbuhl (KTM); 2. Robert Campbell (KTM); 3. Joshua Byington (Lem); 4. Dylan Pool (Lem); 5. Megan McInelly (Yam).
P/W (7-8): 1. Ronnie Goodwin (Cob); 2. Travis Leavitt (Cob); 3. Cody Cannon (KTM); 4. Colton Morris (KTM); 5. Tony Esposito (Yam).
60 (6-8): 1. Ronnie Goodwin (Kaw); 2. Tony Caputo (Kaw); 3. Zack McInelly (Kaw); 4. Jonathan Williams (Kaw).
60 (9-11): 1. Cory Ayers (Kaw); 2. Jesse Patrick (Kaw); 3. Matthew Ligouri (Kaw); 4. Jonathan Bandazian (Kaw).
80 BEG: 1. John Stafford (Kaw); 2. Donnie Hoover (Kaw); 3. Jeff Page (Kaw); 4. Scott Taack (Hon); 5. Nick Vernia (Kaw).
80 (7-11): 1. Michael Parker (Hon); 2. Matt Reincke (Hon); 3. Kyle Chamberlain (Hon).
80 (12-16): 1. Derek Costella (Kaw); 2. Robby Woods (Hon); 3. Ty Morrow (Kaw); 4. Tony Westbay (Kaw).
125 BEG: 1. Josh Fanning (Hon); 2. Cole Penny (Yam); 3. Dennis Rodriguez (Kaw); 4. John Stoltzfus (Kaw); 5. Derick Johnson (Hon).
125 NOV: 1. Clark Abecassis (Kaw); 2. David Munoz (Hon); 3. Jason O'Conner (Hon); 4. Boe Krahenbuhl (Yam).
125 INT: 1. Randy Stefan (Suz).
250 NOV: 1. Chuck Morris (Kaw); 2. Cameron Miller (Yam); 3. Cory Ayers (Hon); 4. Gary Miller (Yam); 5. Eddie Demco (Kaw).
250 PRO: 1. Brock Krahenbuhl (Yam).

Schwartz, Larsen on track for Speedway National

By Elaine Jones

COSTA MESA, CA, SEPT. 12
It was a packed house at Costa Mesa Speedway on Saturday and riders got their money's worth as they unleashed new equipment as the date of the National grew closer. Big winners for the night were Bobby "Boogaloo" Schwartz in the Scratch main event and Josh Larsen in the Handicap main event. Schwartz had married his longtime girlfriend, Rebecca, on Labor Day, and he was riding like he was on top of the world. Larsen has not been riding all season long but proved he was up to the occasion anyway with an impressive win.

The first heat on the Scratch side of the program had Northern California rider Bart Bast on the pole, with Rick Pearce in two. Robbie Sauer was in three, and Charlie "The Edge" Venegas and Steve Furman lined up in the three and four slots. The first try at a go saw Furman get into the tapes, and he was sent to the 20-yard line. On the second try it was Bast, known for his gating abilities, who lived up to his reputation, as

he exploded off the pole and went to the head of the pack. After that it was a fight for second between Venegas and Pearce. Venegas worked the outside, and Pearce was running the inside line. When all was said and done, it was Venegas who was moving on to the semi with Bast. Sauer was fourth and Furman fifth.

In the second heat, it was Schwartz on the pole, with Kon Baur in two and Larsen in three. Shawn "Mad Dog" McConnell was on the outside, in four. Schwartz read the gate the best, but it was McConnell who came across behind the field and dropped down on the pole, getting under everyone and coming away with the lead. Schwartz was content to follow him home as he, too, would move up the ladder. Baur and Larsen battled for third, with Larsen pulling it out on the last lap.

Charlie "The Tuna" Cooley drew the pole in the third heat, with "Fast" Ed Castro in two and "Rad" Brad Oxley, wearing a helmet camera, in three. Johnny Walker was in four, and Randy DiFrancesco was against the wall, in five. Oxley exploded off the line and launched himself into the lead and never looked back. Cooley was out second but Castro moved him out after one lap and took over the spot. Cooley held off DiFrancesco for third, with Walker rounding out the field with fifth.

The final heat had "Gorgeous" Gary Hicks on the pole, with Andy "The Enforcer" Northrup in two and Brian Burch in three. Jason Chism was in four and Randy Skinner drew the five slot. Hicks, riding one of his new lay-down motors, got the call as the tape came up, and he was holding school, going wire to wire. Northrup was up to the challenge as he gave him a run for his money but had to settle for second. Chism was a solid third, topping Burch and Skinner.

The first Scratch semi had Northrup on the pole, with Bast in two and McConnell in three. Castro drew the outside five gate. On the first try at a go, it was McConnell who went out on top, but the red light came on and the field was called back. Evidently, Northrup had hit the tapes and he was sent to the 20-yard line. On the restart, it was Bast who went out first, with McConnell in second. McConnell went to work on the inside but ran out of time and settled for the second. It was enough, as both he and Bast would meet again in the main. Castro and Northrup would have one more shot in the last-chance qualifier.

In the second semi, it was Schwartz on the pole, with Hicks in two and Venegas in three. Oxley would be starting from the outside, in five. Schwartz went out first but Venegas put on a show, taking the long way around, out in the dirt, and taking the lead after one lap was in the books. Oxley was trying to move up but so was Hicks and they battled for the third, with the nod going to Oxley. Schwartz and Venegas moved on to the main, and Oxley and Hicks headed for the LCQ.

One spot in the Scratch main remained, and four hungry guys wanted it. Northrup drew the pole, with Hicks in two, Castro in three and Oxley in five. This was going to be a war. On the first try at a go, Hicks went down in one and was sent to the pits for causing the red to come out. On the second try, the red came out because there was no PVC on the track, and too many riders were getting their wheels inside the chalk. The third try saw Castro get underneath Oxley, taking him out. Castro threw a chain and he was gone. The field was down to Northrup and Oxley. It was Northrup out on top and Oxley really on the attack as he drove hard into the turns. This would be his undoing, as he spun out on the last lap as he was just a little too hot. Northrup would be the final man in the Scratch main field.

The Scratch main saw McConnell on the pole, with Schwartz in two. Venegas was in three, with Northrup in four and Bast in five. The first start saw the red come out, and it was Venegas who was charged with anticipating the gate. No penalties were meted out and the field lined up. This time it was Schwartz who pulled another one out of that special place he has and he went out on top. He was working the low line and Northrup, who chose the same line, was running second. McConnell, who always works the low line, was running third, looking for an opening. Venegas was in a battle with Bast for fourth and he lost it on the last lap when Bast got by. CN

Results

SCR: 1. Bobby Schwartz (GM); 2. Andy Northrup (Jaw); 3. Shawn McConnell (GM); 4. Bart Bast (GM); 5. Charlie Venegas (GM).

HDCP: 1. Josh Larsen (GM); 2. Bart Bast (GM); 3. Randy DiFrancesco (Jaw); 4. Bobby Schwartz (GM); 5. Ed Castro (Jaw).

SUP: 1. Bentley Barrett (Jaw); 2. Tom Buckingham (Wes); 3. Greg Corona (Jaw); 4. Michael Mattocks (Wes); 5. Tim Tucker (Wes).

SUP B: 1. Tim Reilly (Jaw); 2. Mark Prentice (Jaw); 3. Mike Boyle (Jaw); 4. Scott Mersereau (Wes); 5. Brad Rudy (Wes).

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RESULTS

Motocross
AMA District 14
Baja Acres
Millington, MI
September 7
By Daryl Hiltz

51 JR
Michael Ross Cob
Robb Lapeen II Cob
Stephen Shands Lem
Jordan Vance KTM
Talon Hodgeson ATK
51 SR
Kyle Bourdage Cob
Matthew Parise Cob
Wade Garris KTM
Joey Doktor KTM
Kelse Offner Cob
51 S/SR
Wade Garris Yam
Jared Hayes Yam
Jerry Stoken Yam
Kelse Offner Yam
Adrian Ford Yam
60
Corey Slavik Kaw
Eric S. Miller Kaw
Thomas Templeton Kaw
John Jackson Kaw
Andy Zambon Kaw
80 (7-11)
Josh Lichtle Suz
Jake J. Marsack Yam
Marcus J. Shaver Hon
Corey Slavik Kaw
Thomas Templeton Suz
80 (12-15)
Thomas E. Osmialowski Suz
Scotty Thomason Suz
Nathan J. Woodward Hon
Jesse Zambon Suz
Ronald Bowers Jr. Yam
80 C
Mike Willey Yam
Jeff Thompson Hon
David Merrill Hon
Canaan Halka Yam
Jayson Monroe Yam
125 JR
Corey Paulsell Yam
Derek Rose Hon
Mitch Pilat Suz
Kyle Thompson Hon
Justin Sessink Hon
125 A
Matt P. Maximoff Hon
Jason R. Vienot Yam
Scott Treichel Hon
Steven Sweet Kaw
Rocky Esckelson Kaw
125 B
Kyle Kohler Yam
Dusty Wise Suz
Derek Rose Hon
Ryan M. Tow Kaw
Matthew Ray Hon
125 C
Nick Birkenshaw Hon
Jacob D. Neumann Yam
Ryan S. Sella Suz
Kris Gillet Kaw
Raymond Medina Yam
250 OPEN A
Jason R. Vienot Yam
Robert J. Schulte Kaw
Craig Stoley Hon
Mark A. Smith KTM
250 OPEN B
Dusty Wise Suz
Justin Brusseau Yam
Jeff L. Plawecki Hon
Jeff Day Hon
Dan B. Vanthomme Hon
250 OPEN C
Jacob D. Neumann Yam
Michael Brubaker Hon
Bob Dedic KTM
Patrick J. Ursuy Hon
Jason Ashby Suz
16-24
Justin Brusseau Yam
Matthew Ray Hon
25+
Robert J. Schulte Kaw
Craig Stoley Hon
Mark A. Fitzgerald Hon
Dan B. Vanthomme Hon
George A. Kelley KTM
30+
Kreg D. Bigelow KTM
Charles Shatterlroe Hon
Bryan Hamilton Yam
Bradley Dalton Yam
George A. Kelley KTM
35+
David L. Beatty Hon
Kreg D. Bigelow KTM
David Hack Kaw
Gary L. Seibert Suz
Wilfrid L. Hufton III Hon
40+
Mark A. Smith KTM
David R. Bowman Yam
Jeffrey A. Bost Hon
Daniel D. Carlton Suz
Brian D. Evans Yam
50+
Guy Winohradsky Hon
Richard M. Schank Yam
Robert C. McWilliams KTM
NON-CUR
Jeremiah Badgley Hon
Neil Cooper Suz
Kevin A. O'Neill Hon
Brent R. Baker Hon
Dan E. Poyner Yam
WMN
Sarah R. Whitmore Yam
Darlene F. Schmitzer Suz
Shellie Charboneau Yam
Jessica Foster Hon
Christina Schmitzer Kaw

Motocross
Honda Hills
Friday Night Series
Dayton, OH
Final Standings
By Mark Bliss

P/W
A.J. Ritterbeck Yam
Dakota Jones Yam
Ryan Kerr Yam
Addison Stalling Yam
50 (4-6)
Ryan Kerr Cob
50 (7-8)
Kristopher Nelson Cob
Zach Wheeland Cob
Brent Naylor Cob
65
Haven Holdcroft Kaw
Tyler Powers Kaw
Corey Anthony Kaw
Kris Nelson Kaw
Dustin Jackson Kaw
MINI JR
Jeffrey Roelle Suz
Tyler Bowers Kaw
Ryan Minnier Hon
Haven Holdcroft Kaw
Justin Aichele
MINI SR
Jeremy Karshner Hon
Chris Leadbetter Hon
Ross Adams Yam
Craig Garrett Hon
Justin Logowski Suz
SCHBY
Travis Hartshorn Yam
Jacob Morningstar Yam
Nathan Wills Suz
16-24
Terry Collins Suz
Barry Taylor Kaw
Bryant Torres Kaw
Tommy Layman Hon
Corey Treadway Hon
25+ A
Donnie Urban Yam
25+ B
Rob Miracle Yam
Rob Bingman Suz
Roland Lohr Jr. Hon
30+
John Ritterbeck Yam
Rodney Hook Suz
Steve Wollam Hon
James Smith Jr. Hon
Greg King Hon
40+
Dale Whyde Kaw
Joe Collins KTM
125 A
Tommy Collier Suz
125 B
Rob Bingman Suz
Travis Hartshorn Yam
Jess Hicks Yam
Justin Stalling Hon
125 C
Rob Minton Kaw
Brian Biddle Yam
Brian Beckhold Hon
Travis Ruckman Yam
Jeremy Balsey Hon
250 A
Tommy Collier Suz
250 B
Terry Collins Suz
Tommy Laymon Hon
Rob Miracle Yam
Brian Duston Hon
250 C
Barry Taylor Kaw
Tom Debmann Kaw
Corey Treadway Hon
Rob Minton Kaw
Michael Schrienk
OPEN
Dave Stoneburner Yam
WDS
Dave Stoneburner Yam
Stacey Snead Hon
Earnie Wheeland Yam
Travis Sullivan Yam
2-STRK B
Brad Dysart Suz
Cale Clarkston Hon
Jeremy Osborn Hon
4-STRK
Dave Stoneburner Yam
Scott Morrison Hon
4-STRK B
Greg Fisher Hon
Aaron Bills Hon
Lenny Mays Hon
Shane Hyme Hon

Motocross
AMA District 14
Baja Acres
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51 JR
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Vincent Hunter KTM
51 SR
Kyle Bourdage Cob
Matthew Parise Cob
Chad Terry KTM
Wade Garris KTM
Kelse Offner Cob
51 S/SR
Kelse Offner Yam
Jerry Stoken Yam
Jared Hayes Yam
Nathan A. Damer Yam
James Roberts Yam
60
Eric S. Miller Kaw
Corey Slavik Kaw
John Jackson Kaw
Thomas Templeton Kaw
Andy Zambon Kaw
80 (7-11)
Jake J. Marsack Yam
Marcus J. Shaver Hon
Alan Butzin Hon
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Eric S. Miller Suz
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Sarah R. Whitmore Yam
Brandon Butzin Hon
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80 C
Mike Willey Yam
Canaan Halka Yam
David Merrill Hon
Cody Chmielewski Hon
Craig Strom Yam
125 JR
Corey Paulsell Yam
Joshua J. Young Yam
Michael Laeder Hon
Paul Kosciolek Hon
125 A
Matt P. Maximoff Hon
Jason R. Vienot Yam
Ian D. Hammond Suz
Scott Treichel Hon
Ryan T. Damm Yam
125 B
Timothy S. Horne Suz
Matthew Ray Hon
Bradley J. Martin Suz
Dusty Wise Suz
Kevin Husted Suz
125 C
Kenny Lanczak Hon
Michael Wieland Yam
Bill Claerhout Suz
Dwayne Leach Kaw
Shawn Zendler Yam
250 OPEN A
Jason R. Vienot Yam
Craig Stoley Hon
Ryan T. Damm Suz
Lyle R. Fleischmann Hon
Gary A. Radzicki Kaw
250 OPEN B
Jeff L. Plawecki Hon
Dusty Wise Suz
Lee Fleischmann Hon
Jeff Day Hon
Nathan Schied Kaw
250 OPEN C
Jacob D. Neumann Yam
Michael Brubaker Hon
David Bougie Hon
Art E. Whitmore Yam
Terry Sanderson
16-24
Justin Brusseau Yam
Matthew Ray Hon
Nathan Schied Kaw
Ryan S. Sella Suz
25+
Troy Assemany Kaw
Craig Stoley Hon
Lyle R. Fleischmann Hon
Gary A. Radzicki Kaw
Mike McCloud Kaw
30+
Kreg D. Bigelow KTM
Mike Himanek Hon
Jeff Himanek Hon
David Hack Kaw
Daniel Hedley Yam
35+
Kreg D. Bigelow KTM
David L. Beatty Hon
David Hack Kaw
James R. Marsack Hon
Wilfrid L. Hufton III Hon
40+
Mark A. Smith KTM
David R. Bowman Yam
Jeffrey A. Bost Hon
Mike Teagan Kaw
John R. Love Hon
50+
Guy Winohradsky Hon
William D. Foster Hon
Robert C. McWilliams KTM
NON-CUR
Kevin A. O'Neill Hon
Rick Born Yam
Leonard J. Fisher Yam
Curtis C. McConnell Kaw
Robert Ellison Yam
WMN
Sarah R. Whitmore Yam
Jessica Foster Hon
Shellie Charboneau Yam
Amanda Shands Kaw

Motocross
Apex Valley
White Plains, KY
August 9
By Bonnie Burkeen

50
Cole Huggins KTM
Cameron Jones KTM
Preston Seratt Cob
Justin Crick Lem
Hunter Inman Cob
65
Tyson Ezell Kaw
Chase Thomas Kaw
Austin Wells Kaw
Steve Kissiar Kaw
Brady Orr Kaw
85 JR
Greg Lovins Yam
Darin Downs Yam
Tyson Ezell Kaw
Steve Kissiar Kaw
85 SR
Kenny Dale Orr Suz
Clint Kuhns Kaw
Adam Robinson Yam
William Devault Kaw
Chase Karnes Kaw
OPEN 80
Clint Kuhns lion
Darin Dowris Yam
Tyson Ezell Kaw
SCHBY
Clint Burkeen Suz
Patrick Hall Yam
Tony Schafer Suz
Adam Manning Kaw
Shane Kissiar Kaw
16-24
Jordan Moneymaker Yam
Chris Brill Yam
BEG
Rick Kimberlin Yam
Anthony Hinton Kaw
James Dragoo Yam
Tiim Bush Suz
Tommy Hinton Hon
125 A
Trey Phillips Hon
Billy McKin Hon
Eddie Proffitt Kaw
Mike Brandon Yam
125 B
Clint Burkeen Suz
Jeff Grunow Suz
Aaron Jones Yam
125 C
Chris Brill Yam
Ben Farrell Hon
Matt Cavanah Hon
Eric Powell Hon
250 A
Jordan Moneymaker Yam
Trey Phillips Hon
Darrell Blankenship Suz
Scott Meredith Kaw
250 B
Craig Monty Kaw
Slade Hargis Yam
Russ Blankenship Suz
David Reasons Suz
250 C
Fred Darnell Kaw
Jason Buckman Kaw
25+
Timmy P'Pool Kaw
Scott Meredith Kaw
Craig Monty Kaw
Craig Fruit Hon
30+
Ronnie Ray Hon
Timmy P'Pool Kaw
Kevin Poole Kaw
Lonnie Evans Yam
Steve Ezell Yam
40+
Ronnie Ray Hon
Kevin Poole Kaw
Kenneth White Hon

Supercross
Power Line
Supercross Inc.
Atwood, TN
August 22
By Bonnie Burkeen

50 (4-6)
Spencer Cook Cob
Justin Lawrence KTM
D.J. Crick Cob
Charity Brooks KTM
T.J. Rittenberry Act
50 (7-8)
Brandon Miller Cob
Preston Seratt Cob
Cole Huggins KTM
Allen Brady Cob
Cameron Jones KTM
65
Brandon Miller Kaw
Tripp Atkinson KTM
Tyson Ezell Kaw
Blake Cox Kaw
Steve Kissiar Kaw
85 JR
Blair Miller Suz
Greg Lovins Yam
Branden Miller Kaw
Casey Johnson Hon
Charles Brooks Hon
85 SR
Jamaal Bond Hon
Adam Phelps Suz
E.J. Cox Kaw
Shane Kissiar Suz
Kenny Dale Orr Suz
OPEN 80
Jamaal Bond Hon
Blair Miller Suz
E.J. Cox Kaw
Casey Johnson Hon
Shane Kissiar Hon
SCHBY
Clint Burkeen Suz
Josh Buress Hon
Tony Schafer Suz
Montrell Brooks Hon
E.J. Cox Kaw
16-24
Derek Smith Kaw
Chris Brill Yam
Aaron Jones Yam
Chris Sweat Kaw
Matt Hinkle Yam
125 BEG
Josh Smith Hon
James Bingham Hon
Travis Freeman Kaw
Kevin Burhart Yam
Curtis Norwood Hon
125 A
Justin Quinn Kaw
Trey Phillips Hon
Derek Smith Kaw
Eddie Proffitt Kaw
Mike Brandon Yam
125 B
Clint Burkeen Suz
Aaron Jones Yam
Richard Cobb Hon
Dean McCrory Hon
William Smallwood Yam
125 C
Chris Brill Yam
Ray Collins Hon
Josh Buress Hon
Shane Cox Hon
Mickey McGee Hon
250 BEG
Nathan Cook Hon
Jason Ricketts Kaw
Tim Bush Suz
Andy Reed Yam
Robin Sandin Kaw
250 A
Jordan Moneymaker Yam
Trey Phillips Hon
Derek Smith Kaw
Joe Gurley Kaw
Darrell Blankenship Suz
250 B
Justin Brown Suz
Russ Blankenship Suz
Danny Seaton Kaw
Chris Sweat Kaw
Steven Hayford Kaw
250 C
Bobby Cupple Hon
Fred Darnell Kaw
Don Rice Yam
Joey Self Hon
Will Cherry Suz
25+
Steve Ezell Yam
Timmy P'Pool Kaw
Brooks Holcomb Kaw
Eddy Taylor Yam
30+
Steve Ezell Yam
Mark Hunt Suz
Eddy Taylor Yam
Timmy P'Pool Kaw
Tony Maino Hon
40+
Kevin Poole Kaw
Kenneth White Hon
50+
Pat Frieburger Hon
Ray Collins Hon
WMN
Melissa Bailey Hon
Sherry Crittendon Kaw
Leann Mabry Suz
Lisa Branch Hon
Ellen Crum Yam

Motocross
Rocky Mountain MX Association
Spring Series, Event 6
IMI Motorsports Complex
Erie, CO
August 23
By Gregory K. Corns

50 (4-6)
Travis McGray KTM
Anthony Griego Act
Nathan DeAndrea KTM
Garrett Tyrrell KTM
Corey Wilcox KTM
50 (4-8)
Ryley Murphy Yam
T.J. Lucero Yam
Phillip Bowman Yam
Brice Osborne Yam
Sean Gfeller Yam
50 OPEN
Ricky LaMontagne Act
Dalton Moyer Cob
Kyle Obenshain Cob
Colter Dimick KTM
Travis McGray KTM
60 (9-11)
Matt Hertzing Kaw
Vincent Ramirez Kaw
Kyle Cohrs Kaw
James Rail Kaw
Tanner Thorgesen Kaw
80 (7-11)
Lance Hiser Yam
Matt Hertzing Kaw
Derik Brewster Yam
Thomas Suman Hon
Garrett Linkus Hon
80 (12-13)
Brandon McGray Suz
Matt Wixon Yam
Adam Frathergilly Yam
John Heap
Kelly Longwell Kaw
80 (14-16)
T.J. Russell Hon
Dan Gosha Hon
S/MINI
Lance Hiser Yam
T.J. Russell Hon
Brandon McGray Suz
125 SCHBY
Michael Archuleta Suz
Remington Way Yam
Ryan Knouse Yam
Marshall McCarty Yam
16-24
Kirk Huff Yam
Chris Longwell Kaw
Trent Schield Suz
Bobby Fitch Hon
YTH BEG
Andrew Griego Yam
L.G. Zwetzig Kaw
Garrett Linkus Hon
Kyle Cohrs Kaw
William High Kaw
125 A
Bobby Fitch Hon
Cole Brown Yam
Wes Hale Suz
Mark Head Suz
125 B
Marc Warmuth Hon
Chris Longwell Kaw
Matt Tolle Yam
Duke Woodman Kaw
Roger Matherly Hon
125 C
Adam Schafroth Hon
Remington Way Yam
Matthew Mebane Hon
Nathan Mulholland Yam
James Messer
OPEN BEG
Todd Horning Yam
Michael Immell Yam
Brian Mulholland Suz
Chris Winkelhake Hon
Eric Hobson Yam
250 A
Wes Hale Suz
Alan Angelopulos Kaw
Trent Schield Suz
Adam Nazarenus Hon
Russell Moore Hon
250 B
Kirk Huff Yam
Brennan Baptista Hon
David McMechen Suz
250 C
Brad Harris Kaw
Travis Mullins Suz
Jeremy Wheeler Hon
Todd Horning Yam
Jeffrey Sharp Hon
25+ EX
Dustin Monger Kaw
Alan Angelopulos Kaw
Russell Moore Hon
25+ NON-EX
Lonnie Bredeson Hon
30+ B
Dean Haight Yam
Mike Burke Yam
Lonnie Bredeson Hon
David McMechen Suz
Roger Matherly Kaw
30+ C
Mike Hibbs KTM
Charles Kinsey Kaw
Anthony James KTM
Bob Mozingo Hon
Howard Viean Yam
40+ A
David Pickett Kaw
Bruce Jones Kaw
40+ C
Steve Michels Hon
Jim Wright Hon
Michael Hall KTM
Richard Funk Kaw
WMN C
Kelly Longwell Kaw
Rhonda Linkus Hon

Road Race
OMRRA Racing
Portland International Raceway
Portland, OR
August 23
By Janice M. Logan

OPEN S/SPT
Michael Mitchell Yam
John Dugan Suz
Clyde Akers III Kaw
Gene Brown Yam
Hakan Backman Kaw
450 S/SPT
Paul Ludwig Yam
Dwaine Trummert Yam
Racer X Yam
Craig Fabische Yam
Scott Connolly Yam
600 S/SPT
David Cook Yam
Mike Sullivan Suz
Alan Schmidt Kaw
Scott Gooch Kaw
Troy Burstyk Kaw
750 S/SPT
Mike Sullivan Suz
John Dugan Suz
Robert Underwood Suz
Joe Zueger Suz
Scott Borthwick Suz
OPEN S/BK
Michael Mitchell Yam
Clyde Akers III Kaw
Hakan Backman Kaw
Simon Field Hon
Bill Cismar Yam
450 S/BK
Rick Thompson Yam
Robert Anderson Yam
Brian Chamberlain Yam
Dwaine Trummert Yam
Paul Ludwig Yam
600 S/BK
Mike Sullivan Suz
David Cook Yam
Alan Schmidt Kaw
Scott Gooch Kaw
Troy Burstyk Kaw
750 S/BK
Mike Sullivan Duc
Chris Townsend Kaw
Joe Zueger Suz
Rob Carpenter Suz
Simon Field Suz
L/W S/BK
Bob Martin Hon
Phil Holden Yam
Jon Lacey Yam
Wayne Monohan Yam
Ken Keller MZ
M/W S/BK
Jacob Holden Hon
Kevin Sheafer Hon
Richard Matthews Hon
Robert Anderson Yam
Ingo Wedde Yam
125 GP
Richard Matthews Hon
Jacob Holden Hon
Mike Bell Hon
Kevin Sheafer Hon
Karl Gaines Hon
250 GP
Michael Czysz Apr
Gene Brown Yam
Scott Martin Yam
Michael Steszyn Hon
OPEN GP TW
Mark Sutton Duc
Scott Farrell Suz
Cedric Smith Suz
William Jourdan Suz
Briggs Willoughby Hon
650 GP TW
Joe Pethoud Hon
Leif Ormseth Duc
Jerry Walker Kaw
Anthony Tillitt Kaw
Kelly Bell Kaw
SM/BORE CLSSC S/BK
Darryl Williams Yam
Darcy Ziegler Yam
Bob Martin Hon
Ingo Wedde Yam
Thomas Shanley Yam
OPEN VINT
Jon Lacey BSA
Mark Leslie Suz
Phillip Sharpe Suz
Brendan Murphy Nor
500 VINT
Mark Leslie Suz
Charles Kraeuter Hon
Don Freeman Hon
Thomas Shanley Hon

Motocross
AMA Trans-MX Series Round 6
Aonia Pass MX
Washington, GA
August 23
By Gary Crider

50 SHAFT
Clay Hunnicutt Yam
Cathryn Champion Yam
Jesse Turner Yam
Hunter Pittman Yam
50 (4-6)
Collen Crosby Yam
Cathryn Champion KTM
50 (7-8)
Bubba Crosby Cob
Jeff Gillian
Hunter Jenkins
Ben Tedards KTM
60
Brent Carden Kaw
Jase Lewis Kaw
John Schwarz Kaw
Jeff Gillian Kaw
Jordan Pittman KTM
80 YTH (9-12)
Trevor Grogan Hon
Christian Gibney Hon
Lance Flowers Suz
Ben Jones Hon
Billy Green Yam
80 D
Kurt Schmeisser Hon
Clint Ray Hon
JR MINI
Brent Carden Kaw
Jase Lewis Hon
Lance Flowers Suz
Christian Gibney Hon
Ben Jones Hon
SR MINI
D.C. Thomason Kaw
Matt Howard Hon
Trevor Grogan Hon
Chris Ivey Suz
James Mackey Yam
S/MINI 100
D.C. Thomason Kaw
Matt Howard Hon
Kurt Schmeisser Hon
James Mackey Yam
Chris Jones Hon
125 SCHBY
Aaron Lindsey Yam
Lyles Sanders Kaw
Steve Sellers Suz
125 A
Matt Walker Hon
Christopher Bailey Hon
Josh Whitmire Yam
Jeff Giese Hon
125 B
Aaron Lindsey Yam
Jake Hamlin Suz
Lee Jones Suz
Tim Hargett Yam
125 C
Jay Irvin Hon
Justin Holliday Hon
Junior Hawkins Kaw
Lou Harris Yam
Brian Outz Hon
125 D
Brian Summer Yam
Aron Bryant Hon
Landy Williams Hon
Joel Klawitter Hon
Nathan Wood Yam
250 B
Lee Jones Suz
Daniel Henderson Kaw
250 C
Brad Hamby Suz
Shane Lenning KTM
Junior Hawkins Hon
Robert Nearn Suz

Michael McCart Hon
250 D
Daran Epps Kaw
Chris Pittman Yam
Jason Deraney Suz
Robert Justice Hon
Thomas Fletcher Kaw
U/L AM
Jake Hamlin Suz
Jack Bethel Kaw
Shane Lenning KTM
Lee Jones Suz
25+
Ashley Epps Hon
Glenn Bates Kaw
Daniel Henderson Kaw
Sam Kistler Yam
Chris Withers Kaw
30+
Glenn Bates Kaw
Greg Lassiter Kaw
Sam Kistler Yam
Larry Jordan Yam
Andy Alexander Hon
35+
Greg Lassiter Kaw
Gregg Remaley Hon
Dale Deaton Hon
Manfred Zochling Suz
Allen Denyser Hon
40+
Warner Wilbourn Suz
Dale Deaton Hon
Gregg Remaley Hon
Kipp Brulé Kaw
Allen Denyser Hon

Arenacross
Paris Dirt Trackers Inc.
Paris, TN
August 29
By Bonnie Burkeen

50
Branden Miller Cob
Spencer Cook Cob
Cameron Jones KTM
Justin Crick Lem
Cole Huggins KTM
65
Blair Miller Kaw
Brandon Miller Kaw
Tyson Ezell Kaw
Chase Thomas Kaw
Douglas Hall Kaw
85 JR
Blair Miller Suz
Greg Lovins Yam
Tyson Ezell Kaw
Matt Kayndall Hon
Douglas Hall Kaw
85 SR
Jaamal Bonds Hon
Kory Cunningham Yam
Kenny Orr Suz
Shane Kissiar Kaw
William DeVault Kaw
OPEN 80
Kory Cunningham Yam
Kenny Dale Orr Suz
Shane Kissiar Suz
Eric Klinkhammer Suz
Dustin Thomas Kaw
SCHBY
Clint Burkeen Suz
Josh Buress Hon
Tony Schafer Suz
Eric Klinkhammer Suz
Adam Manning Kaw
16-24
Jordan Moneymaker Yam
Barry Hall Suz
Derek Smith Kaw
Chris Brill Yam
Chris Burkeen Suz
BEG
Jason Ricketts Kaw
Tommy Hood Kaw
Josh Smith Hon
Mike Schaffer Kaw
Anthony Hinton Kaw
125 A
Ronnie Ford Yam
Derek Smith Kaw
Chris Fristoe Yam
Billy McKin Hon
Eddie Proffitt Yam
125 B
Chris Burkeen Suz
Clint Burkeen Suz
William Smallwood Yam
Darrell Bigham Suz
Aaron Jones Yam
125 C
Chris Brill Yam
Greg Hammond Hon
Lowell Brown Suz
Mickey McGee Hon
Travis Deal Suz
250 A
Jordan Moneymaker Yam
Derek Smith Kaw
Trey Phillips Hon
Jason Perry Hon
Darrell Blankenship Suz
250 B
Justin Brown Suz
Danny Seaton Kaw
Russ Blankenship Suz
James Garmen Hon
Chris Sweat Kaw
250 C
Russell Hall Hon
Fred Darnell Kaw
Jimmy Cole KTM
Tony Travis Yam
Aaron Mudd Hon
4-STRK
Lonnie Evans Yam
James Swain Hon
Doug White Yam
Eric Burke Yam
25+
Mark Garrison KTM
Eddy Taylor Yam
Mark Hunt Suz
Steve Ezell Yam
Timmy P'Pool Kaw
30+
Mark Hunt Suz
Steve Ezell Yam
Timmy P'Pool Kaw
Kevin Poole Kaw
Eddy Taylor Yam
30+ B/C
Darrell Bigham Kaw
David Reasons Suz
Steven Harper Kaw
Kenneth White Hon
Danny Seaton Kaw
40+
Kevin Poole Kaw
Kenneth White Hon
Pat Freiburger Hon
WMN
Melissa Bailey Hon
Sherry Crittendon Kaw
50+
Pat Freiburger Hon
Buddy Akers Suz

Motocross
REM Summer Series Final Results
Glen Helen Raceway
San Bernardino, CA
September 1
By Rocky Hash

80 JR
Danny Bartz Suz
Becky Kukla Kaw
Gregory Jones Yam
Shane McCassy Hon
Jeff Harris Yam
125 BEG
Craig Baker Yam
Andy Bakken Suz
Robert Skinner Hon
Chris Marino Yam
Mark Quintero
125 NOV
Brian Stoner KTM
Max Eddy Hon
Kevin Jennings Suz
Cliff Jennings Suz
Matt Eddy Hon
125 INT
Tim Olson Suz
Joshua Tupa Hon
Kevin Coleman Yam
Kevin Clarke Suz
Billy Taylor Hon
250 BEG
Brian Baker Yam
Faye Campbell Kaw
Randall Clark Hon
Bob Stewart Suz
Mike Fowler Hon
250 NOV
Ichiro Nakaya Suz
Tom Mellor Suz
David Riley Hon
Glenn Cunningham Yam
CohnYates Yam
250 INT
Kevin Coleman Yam
Tim Olson Hon
Bob Zingg Jr. Suz
Lor Riihimaki Yam
Malcolm McCassy Hon
250 PRO
Ty Kady Suz
Willy Musgrave Yam
Cody Taylor Yam
Mark Tilly TM
Doug Dubach Yam
500 PRO
Paul Krause Kaw
Dave Ondas Kaw
Paul Keller Yam
Mike Ulrich Yam
Johnny Campbell Hon
VET BEG
Steve Mangione Suz
Steve Sterns Yam
Kevin Gotto Suz
Mic Rodger Hon
Michael Villa Yam
VET NOV
Rocky Hash Hon
Chuck Willetts Kaw
Keith Stoner KTM
Eric Crippa Hon
Stephen Watson Hon
VET INT
Ron Lawson Yam
Bryan Daniel Hon
Gordon Keller Kaw
Brad Diez Yam
Dan Dilkey Yam
VET PRO
Billy Frank Kaw
Willy Musgrave Yam
Mike Beyer Yam
David Sarian Yam
Mike Hooker Hon
40+ JR
Steve Roark Yam
Jeffrey Arzouman Yam
Allen McKay Hon
Mike Machuga Hon
Mark Kariya Yam
40+ INT
Mark Hall Yam
Greg Whitfield Suz
Bob Sullivan Yam
Richard Smith Yam
Michael Rigdon Yam
40+ EX
Gary Scott Yam
Dennis McAdam Hon
Ted Kukla Yam
Ken Ehlers Hon
Dan Stoner KTM
40+ MSTR
George Kohler Hon
Rich Eierstedt Yam
Willie Amaradio Yam
Alan Olson Yam
Tom White Yam
50+ INT
Steve Jennings Suz
Gabe Gutierrez Suz
Sam English Yam
Geoff Arnold Hon
Dennis Rosenberg Hon
50+ MSTR
Bengt Johansson Yam
Horst Leitner Yam
Jody Weisel Kaw
Ray Pisarski Hon
George Lazenby Hon

Supercross
Clarksville SX
ESP Sports
Clarksville, TN
September 5
By Bonnie Burkeen

50 (4-6)
Alex Ray Cob
T.J. Rittenberry Act
Taylor Davenport Yam
Zachary Davis Yam
50 PTS
Cameron Jones KTM
Allen Brady Cob
Douglas Hall Act
D.J. Crick KTM
Cole Huggins KTM
65 (7-9)
Douglas Hall Kaw
Brady Orr Kaw
Joshua Ivers KTM
65 PTS
Tyson Ezell Kaw
Steve Kissiar Kaw
Chase Thomas Kaw
Brady Orr Kaw
Joshua Ivers KTM
85 JR
Casey Johnson Hon
Greg Lovins Yam
Steve Kissiar Suz
Brandon Burrow Yam
Ben Crittendon Kaw
85 SR
Kory Cunningham Yam
Kenny Dale Orr Suz
Shane Kissiar Kaw
Chase Karnes Kaw
Eric Klinkhammer Suz
OPEN 80
Kenny Dale Orr Suz
Kory Cunningham Yam
Shane Kissiar Kaw
Justin Strayhorn Hon
Ricky Hopkins Kaw
85 BEG
Jason Rittenberry Kaw
Brandon Burrow Yam
Andy Dazey Hon
Justin Gaither Kaw
Bruce Pfeffer Hon
SCHBY
Clint Burkeen Suz
Adam Manning Kaw
Mike Staples Hon
Eric Klinkhammer Kaw
William Devault Kaw
16-24
Aaron Jones Yam
BEG
Mike Schaffer Kaw
Keith Parrish Yam
Tommy Hood Suz
Ross Elliott Hon
James Dragoo Yam
125 A
Ronnie Ford Yam
Clark Stiles Kaw
Derek Smith Kaw
Eddie Proffitt Kaw
Chris Fristoe Yam
125 B
Clint Burkeen Suz
Marty Stinnett Hon
Aaron Jones Yam
125 C
Josh Burress Hon
Darren Strickland Yam
Joey Self Hon
Pete Formosa Yam
Caleb Chessar Yam
250 A
Clark Stiles Kaw
Jordan Moneymaker Yam
Ronnie Ford Hon
Derek Smith Kaw
Darrell Blankenship Suz
250 B
Marty Stinnett Hon
Russ Blankenship Suz
250 C
Joey Self Hon
Oz Cheek Hon
Joey Bryant Hon
Aaron Mudd Hon
Joey Rechman Yam
25+
Eddy Taylor Yam
Craig Monty Kaw
Timmy P'Pool Kaw
Don Rice Yam
Keith Parrish Yam
30+
Timmy P'Pool Kaw
Ronnie Ray Hon
Kevin Pool Kaw
Steve Ezell Yam
Eddy Taylor Yam
40+
Ronnie Ray Hon
Kevin Pool Kaw
Kenneth White Hon
50+
Gary Hendrix Yam
Buddy Akers Suz
WMN
Sherry Crittendon Kaw
Melissa Bailey Hon
DFC
Clark Stiles Kaw
Ronnie Ford Hon
Jordan Moneymaker Yam
Derek Smith Kaw
T.J. Fontenot Yam

Stadium Motocross
Western Reserve MC
Salem, OH
August 29
By Ken Cartwright

BEG P/W
Ricky Smith KTM
Brandon Courtney Hus
Joel Davis Yam
Nick Risden Yam
Chris Gregory Yam
JR P/W
Vincent Olenick Cob
Ryan Worth KTM
Scott Ferry Cob
Kenny Mazurkiewicz Cob
Robbie Risden Yam
SR P/W
Kyle Gilchrist KTM
Scott Dye Cob
Matt Stork Cob
Tony Gallo Cob
Michael Blauman KTM
60
Kenny Henry Kaw
John Syzmanski Kaw
Billy Bays Kaw
Johnny DelBalso Kaw
Tony Gallo Kaw
JR MINI
Jimmy Berg Hon
Warren Laney III Kaw
Carl Emshoff Suz
Ty Bickle Suz
Chris Corcoran Suz
SR MINI
Micky Marshall Yam
Tim Rager Yam
Joshua Kompa Suz
Greg Myers Kaw
Derek Collins Suz
S/MINI
Micky Marshall Yam
Tyson Leggett Kaw
Tim Rager Yam
Derek Collins Kaw
Joshua Kompa Suz
SCHBY
Brian Gerth Suz
Tyson Leggett Kaw
Derek Collins Kaw
P.J. Jascinovic Hon
Joe McKenney Yam
125 B
Bo Bowman Suz
Brian Gerth Suz
Don Lewis Hon
Nick Volk Yam
Pete DiPenna Yam
125 C 1
Jeremy Hunkus Kaw
Jimmy Todd Suz
Charlie Wilkinson
Joe McKenney Yam
Tim Oplinger Hon
125 C 2
Scott Lee Macuich Suz
Ben Ortt Kaw
Jim Schneider Kaw
Jarrod Taybus Hon
Mike Christoff Suz
250 B
Bo Bowman Suz
Matt Mansfield Kaw
Bryan Santee Suz
Barry Fife Yam
Brandon Jones Kaw
250 C
Bill Gorby Hon
Bob Hammond Hon
Mark Amore Hon
Jeremy Sly Kaw
Derek Eicher Yam
H/W MNY
Kevin Gnapp Hon
Brent Centofanti Hon
Jeff Maderitz Suz
25+
Kevin Gnapp Hon
Tim Hollinger Hon
Bob Hammond Hon
Trent Bartolotti Hon
Nick Kegcovic Kaw
SR 1
John DelBalso Hon
Tim Hollinger Hon
Johnny Young KTM
Frank Pazel Jr. Hon
Aaron Risden Kaw
SR 2
Gary Macuich Suz
Bob Jewell KTM
Blaine Duecaster Kaw
Lonnie Wells KTM
Dan Morgan Hus
OPEN B
Neal Davis Yam
John Pappa KTM
Lonnie Wells KTM
Brian Hale KTM
BMBR
Scotty Hayes Hon
Keith Miller Hon
Mike Sinclair Kaw
Mike Beck Yam
EXTRA
Matt Mansfield Kaw
Pete DePerna Yam
B.J. Dyke Yam
Jimmy Todd Suz
Brent Centofanti Hon
4-STRK
Neal Davis Yam
Brandon DeAngelis Yam
Eric Williams Hon
Chad Kimmel Hus
Final Series Results
JR P/W
Vincent Olenick Cob
Robbie Risden Yam
SR P/W
Michael Blaumann KTM
60
John Syzmanski Kaw
Billy Bays Kaw
Johnny DelBalso Kaw
JR MINI
Ty Bickle Suz
Bill McKenney Yam
SR MINI
Tim Rager Yam
Jake Kelley Suz
Ken Hoge Yam
S/MINI
Tim Rager Yam
Ty Bickle Suz
SCHBY
Nathaniel Lasky Suz
Joe McKenney Yam
125 B
Nick Volk Yam
125 C
Ben Ortt Kaw
Jim Schneider Kaw
250 B
Bryan Santee Suz
250 C
Bill Gorby Hon
Joey Willmott Hon
L/W MNY
Jeff Maderitz Suz
H/W MNY
Kevin Gnapp Hon
25+
Kevin Gnapp Hon
SR 1
John DelBalso Hon
Aaron Risden Kaw
SR 2
Gary Macuich Suz
Wayne Bays Kaw
Ken Cartwright Yam
Mark Clark Yam
BMBR
Scotty Hayes Hon
Mike Pozega Yam

Motocross
Village Creek MX Park
Fort Worth, TX
September 5

51 (4-6)
Tyler Cummings KTM
Jonathan Tawney KTM
Chase McManus Lem
Trey Stevens Yam
Trevor Morgan KTM
51 (7-8)
Cory Perdue KTM
Wesley Arrington Lem
Nico Dollar KTM
Luke Davie Cob
Justin Lowe KTM
51 OPEN (4-9)
Wesley Arrington Lem
Tyler Cummings KTM
Luke Davie Cobra
Cory Perdue KTM
Justin Lowe KTM
65 (7-9)
Logan Melton Kaw
Keith Cooper Kaw
Danny Atencio Kaw
Colton Davie Kaw
Tyler Laske KTM
65 (10-11)
Joseph Calhoun Kaw
Brandon Pipkin Kaw
Jesse Murphy KTM
85 BEG
Britt Davis Kaw
Bubba Richey Yam
Todd Undervood Hon
Adam Presley Hon
Cooper Brown Kaw
85 JR (7-11)
Jimmy Lay Jr. Hon
Marshall Smith Kaw
Danny Scott Hon
Keith Cooper Kaw
85 SR (12-16)
Aaron Smith Yam
James Pino Suz
Austin Jones Hon
Rusty Huddle Yam
Milt Highfill Yam
85 OPEN (7-16)
James Pino Suz
Rusty Huddle Yam
Austin Jones Hon
Milt Highfill Yam
Bubba Richey Yam
125 BEG
Clint Wilkinson Yam
Jared Simmons Kaw
Casey Glenn Kaw
Tim Franks Kaw
Michael Harris Kaw
125 NOV
Jason Gaddis Kaw
Kyle Neblett Yam
Jason Bell Yam
Dusty Urbanovsky Yam
John Isley Yam
125 OPEN
Chad Fincher Yam
Jason Gaddis Kaw
Brandon Arnold Kaw
250 BEG
Cliff Dodson Hon
J.D. Berryhill Kaw
Aaron Gore Hon
Dustin Simmons Kaw
Colin Retzlaff Suz
250 NOV
Randy Hayes Kaw
Dusty Urbanovsky Yam
DeWayne Rowan Kaw
David Fletcher Hon
Josh Chandler Yam
250 OPEN
Josh Chandler Yam
25+
Andy Reynolds Suz
Mitch Lingle Yam
Mitchell Presley Yam
Shawn Thomas Suz
30+ NOV
Jeff Harris Suz
Steve Atencio Kaw
Mike Abbott Kaw
Ray Clark Yam
J.R. Stevens Hon
30+ INT
Brian Otto Hon
Doug Hollingsworth Hon
Tommy Dickey Suz
Steve Crouch Hon
38+
Steve McCombs Yam
Bart Wahlstrom Hon
Ray Arnold Hon
Ed Abbott Kaw
LDS
Tracy Yeargen Kaw
Dahlva Gomez Kaw
Debbie Davis Yam
COMB INT
Bobby Hogan Hon
Chad Fincher Yam
Andy Reynolds Suz
Jimmie McGuire Kaw
PRO
Jason Baird Suz

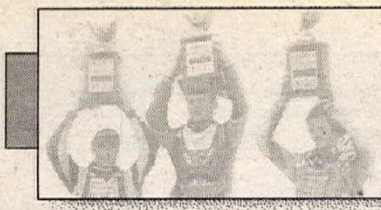
Motocross
Galion Sunset Ramblers
Galion, OH
September 6
By Michael Davis

50 1
Allen Jones KTM
Garrett Daugherty Cob
Ryan Titus KTM
Ian Anderzon KTM
Justin Anderson KTM
50 2
Mersadice Butterman Yam
Damien Thomen Yam
Brandon Weber Yam
Zach Stenta Yam
Aaron Jenkins Yam
60
Zach Ames KTM
Craig Thomas KTM
Ken Parkinson Kaw
Allen Jones Kaw
Ben Kandel Kaw
MINI JR
Tim Hollenbeck Hon
Zach Ames Suz
Craig Thomas Kaw
Kyle McConnell KTM
Zach Geuy Kaw
MINI SR
Nicholas Mowry Hon
Joey Lange Kaw
Andy Kandel Kaw
Michael Landoll Hon
Jonathan Shepherd Kaw
SCHBY
Nicholas Mowry Hon
Joey Lange Kaw
Ryan Badger Kaw
Mike Landoll Hon
Jonathan Shepherd Kaw
Jesse Fry Suz
125 A
Jason Rogers Yam
125 B
Marcus Biggs Yam
Brian Wortman Suz
125 C
Mark Marker Kaw
Jesse Wiggins Hon
Charles Szymzak Suz
John Kinnamon Suz
Todd Ebersole Kaw
250 B
Marcus Biggs Yam
Chad Goodwin Yam
250 C
Todd Ebersole Hon
John Stump Hon
John Kinnamon Suz
Sean Wise Hon
Denny Kidwell Yam
250 2-STRK B
Mike Procker Hon
Jeff Houser Hon
Jon Fetter Hon
Tim Van Buren Yam
Brad Walcher Suz
250 4-STRK B
Jon Taylor Hon
Duane Davis Kaw
Jason Scharr Hon
Travis Pickering Hon
25+
Chad Coon KTM
40+
Mark Mackey Hon
Daryl Daugherty Hon
Tom Ballinger Hon
Roy McConnell Yam
BMBR
Mark Mackay Hon
Rod Jenkins Yam
Randy Bostic Yam
Ryan Mason Yam
EXTRA
Jason Rogers Yam
Brad Snyder Yam
Joey Ballinger Hon
Chad Coon KTM
Marcus Biggs Yam
JUMP-OFF
Jeff Willis
Jason Rogers
Brad Snyder

Short Track
Trail-Way Speedway
Hanover, PA
August 29
By Len Breech

50 (4-6)
Evan Baer Act
John Long Lem
Andrew Smith Act
Bryan DeMuro Act
50 (7-8)
Jeff Haldeman Lem
Brandon Robinson Act
Joey Parks Lem
Megan James Att
Bobby Weir Lem
50 OIL-INJ
Evan Baer Yam
Brett Pugh Yam
Mike Diffenderffer Yam
Bobby Weir Yam
R.J. Baer Yam
65
John Lewis Kaw
Jeff Haldeman Hon
125 SCHBY
Corey Hormes Hon
Robbie Reynolds Hon
125 B
Chris Klinefelter Hon
Bryan Douglas Hon
Jimmy Owens Hon
Ryder Malone Kaw
Jared Mees Hon
250 A
Bob Sweeten Hon
Jake Johnson Hon
Corey Hormes Hon
Dave Smith Hon
Damian Kocovinos Hon
250 B
Jared Mees Hon
Joey Tyeryar Yam
Greg Sassaman Yam
Shane Livingston Hon
Mike Brabson Hon
500 A 2-VALVE
Todd Kendig Yam
Dave Smith Yam
Shane Livingston Yam
Raun Wood Yam
Nick Taylor Yam
600 A
Mike Klopp Hon
Will Russell Rtx
Ed Hyde Rtx
Bob Sweeten Rtx
600 B
Joey Tyeryar Rtx
Shane Livingston Yam
Bill Stillwell Rtx
Brent Livingston Rtx
Bill Menges Kaw
600 PRO
Rick Winsett Rtx
Phil Libhart Rtx
Todd Kendig Rtx
750 A
Nick Taylor Yam
30+
Mike Klopp Hon
Nick Taylor Yam
40+
Bob Sweeten KTM
Bill Slade Hon
Mike Keane Kaw
Bruce Miller Hon
Bill Menges Kaw
SPTSMN
Rick Winsett Rtx
Phil Libhart Rtx
Will Russell Rtx

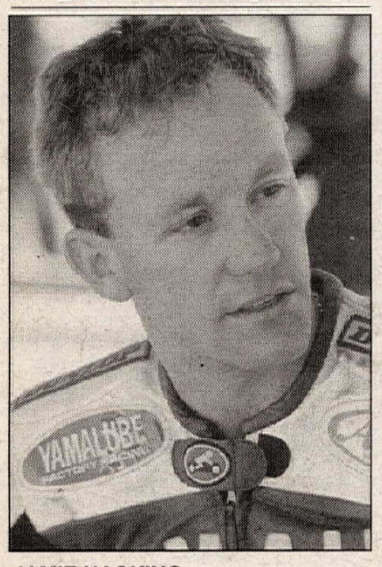
Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.



LEADERBOARD

1998 Championship Point Standings

ROAD RACING



JAMIE HACKING

500cc WORLD CHAMPIONSHIP SERIES
(After 12 of 15 rounds):

1. Mick Doohan (Hon), Australia (210/6 wins)
2. Max Biaggi (Hon), Italy (189/2 wins)
3. Alex Criville (Hon), Spain (182/2 wins)
4. Carlos Checa (Hon), Spain (131/1 win)
5. Alex Barros (Hon), Brazil (109)
6. Norick Abe (Yam), Japan (104)
7. Simon Crafar (Yam), New Zealand (96/1 win)
8. Nobuatsu Aoki (Suz), Japan (87)
9. Tadayuki Okada (Hon), Japan (79)
10. Regis Laconi (Yam), France (67)

250cc WORLD CHAMPIONSHIP SERIES
(After 12 of 15 rounds):

1. Tetsuya Harada (Apr), Japan (200/5 wins)
2. Loris Capirossi (Apr), Italy (184/2 wins)
3. Valentino Rossi (Apr), Italy (151/2 win)
4. Tohru Ukawa (Hon), Japan (121)
5. Haruchika Aoki (Hon), Japan (104)
6. Stefano Perugini (Hon), Italy (92)
7. Takeshi Tsujimura (Yam), Japan (82)
8. Olivier Jacque (Hon), France (80)
9. Jeremy McWilliams (Hon), England (77)
10. Luis d'Antin (Yam), Spain (65)

125cc WORLD CHAMPIONSHIP SERIES
(After 12 of 15 rounds):

1. Kazuto Sakata (Apr), Japan (205/4 wins)
2. Tomomi Manako (Hon), Japan (172/4 wins)
3. Marco Melandri (Hon), Italy (166/2 wins)
4. Lucio Cecchinello (Hon), Italy (105/1 win)
5. Mirko Giansanti (Hon), Italy (99)
6. Masao Azuma (Hon), Japan (97)
7. Masaki Tokudome (Apr), Japan (89)
8. Roberto Locatelli (Hon), Italy (77)
9. Gianluigi Scalvini (Hon), Italy (76)
10. Frederic Petit (Hon), France (73)

WORLD SUPERBIKE CHAMPIONSHIP SERIES
(After 11 of 12 rounds):

1. Troy Corser (Duc), Australia (328.5/2 wins)
2. Aaron Slight (Hon), New Zealand (328/4 wins)
3. Carl Fogarty (Duc), England (322.5/3 wins)
4. Pier-Francesco Chili (Duc), Italy (289.5/5 wins)
5. Colin Edwards II (Hon), Conroe, TX (273.5/3 wins)
6. Noriyuki Haga (Yam), Japan (233/4 wins)
7. Akira Yanagawa (Kaw), Japan (177)
8. Jamie Whitham (Suz), England (161)
9. Peter Goddard (Suz), Australia (143)
10. Scott Russell (Yam), Alpharetta, GA (115.5)

AMA/MBNA SUPERBIKE NATIONAL C'SHIP SERIES
(After 12 of 13 rounds):

1. Doug Chandler (Kaw), Salinas, CA (323)
2. Ben Bostrom (Hon), Granada Hills, CA (323)
3. Mat Mladin (Suz), Australia (292)
4. Richard Oliver (Yam), Fresno, CA (262)
5. Jamie Hacking (Yam), Spartanburg, SC (251)
6. Aaron Yates (Suz), Milledgeville, GA (249/2 wins)
   Anthony Gobert (Duc), Australia (249/3 wins)
8. Miguel DuHamel (Hon), Canada (236/4 wins)
9. Tom Kipp (Duc), Chardon, OH (235)
10. Steve Crevier (Suz), Canada (230)

AMA/PRO HONDA OILS 600cc SUPERSPORT SERIES
(After 12 of 13 rounds):

1. Steve Crevier (Suz), Canada (343/1 win)
2. Doug Chandler (Kaw), Salinas, CA (327/6 wins)
3. Eric Bostrom (Hon), Granada Hills, CA (310)
4. Ben Bostrom (Hon), Granada Hills, CA (307/1 win)
5. Nicky Hayden (Suz), Owensboro, KY (282/1 win)
6. Tommy Hayden (Kaw), Owensboro, KY (277)
7. Jason Pridmore (Suz), Ventura, CA (259)
8. Steve Rapp (Suz), Lafayette, CA (249)
9. Larry Pegram (Suz), Baltimore, OH (246)
10. Kurtis Roberts (Hon), Turlock, CA (203)

AMA/TEAMLINE 750cc SUPERSPORT SERIES
(After 11 of 12 rounds):

1. Steve Rapp (Suz), Lafayette, CA (327/2 wins)
2. Richard Alexander Jr. (Suz), Carmel, NY (312/1 win)
3. James Randolph (Suz), Santa Rosa, CA (270)
4. Mario DuHamel (Suz), Canada (266)
5. Nicky Hayden (Suz), Owensboro, KY (234/4 wins)
6. Paul Harrell (Suz), Canyon Country, CA (228)
7. Jason Pridmore (Suz), Ventura, CA (223/4 wins)
8. Jimmy Moore (Suz), Eugene, OR (206)
9. John Jacobi (Suz), Bloomington, IN (177)
10. Jamie Bowman (Suz), Tequesta, FL (173)
    Jake Zemke (Suz), Paso Robles, CA (173)

AMA/ELF FUELS 250CC GRAND PRIX C'SHIP SERIES
(After 11 of 12 rounds):

1. Roland Sands (Yam), Long Beach, CA (362/5 wins)
2. Kurtis Roberts (Hon), Turlock, CA (322/2 win)
3. Chuck Sorensen (Yam), Discovery Bay, CA (319/3 wins)
4. Randy Renfrow (Hon), Fredericksburg, VA (263)
5. Geep Terranova (Yam), San Jose, CA (217)
6. Bobby Keith (Hon), Redwood City, CA (212)
7. Greg Esser (Yam), Pompano Beach, FL (210)
8. Mark Foster (Yam), San Juan Capistrano, CA (203)
9. Jeffrey Vos (Hon), Holland, MI (202)
10. Takahito Mori (Hon), Japan (190/1 win)

AMA PROGRESSIVE INSURANCE PRO THUNDER SERIES
(After 11 of 12 rounds):

1. Paul Harrell (Tri), Canyon Country, CA (340/2 win)
2. Shawn Higbee (Bue), Waterford, WI (326/3 wins)
3. Curtis Adams (Tri), Whittier, CA (317/6 wins)
4. Michael Gage (Tri), Baldwin Place, NY (246)
5. Shawn Conrad (Tri), Sheboygan Falls, WI (203)
6. James Lickwar (Tri), San Francisco, CA (201)
7. Robert Gonzales (Duc), Tucson, AZ (179)
8. David Hull (Duc), Mesa, AZ (177)
9. Mark Miller (Bue), Long Beach, CA (122)
10. Thomas Tucciarone (Duc), San Francisco, CA (116)

AMA/PIRELLI FORMULA XTREME SERIES
(After 10 of 11 rounds):

1. Eric Bostrom (Hon), Granada Hills, CA (326/8 wins)
2. Tripp Nobles III (Hon), Macon, GA (275/1 win)
3. Mark Miller (Yam), Long Beach, CA (261/1)
4. Dean Mizdal (Suz), Huntington Beach, CA (218)
5. Michael Taylor (Kaw), Canada (201)
6. Mario DuHamel (Suz), Canada (173)
7. Curtis Adams (Yam), Whittier, CA (144)
8. Chris Voelker (Hon), Bradley, CA (143)
9 Tray Batey (Suz), Gallatin, TN (142)
10. Greg White (Suz), Marietta, GA (107)

MOTOCROSS

500cc WORLD CHAMPIONSHIP SERIES
(After 12 of 12 rounds):

1. Joel Smets (Hbg), Belgium (404/6 wins)
2. Darryll King (Hus), New Zealand (330/1 win)
3. Peter Johansson (Yam), Sweden (250)
4. Bernd Eckenbach (Hus), Germany (231/1 win)
5. Andrea Bartolini (Yam), Italy (225/3 wins)
6. Gert-Jan Van Doorn (Hon), Netherlands (211)
7. Rob Herring (Hon), England (199)
8. Shayne King (KTM), New Zealand (173)
9. Erwin Machtlinger (Hon), Germany (161)
10. Johan Boonen (KTM), Belgium (127)

250cc WORLD CHAMPIONSHIP SERIES
(After 16 of 16 rounds):

1. Sebastien Tortelli (Kaw), France (563/7 wins)
2. Stefan Everts (Hon), Belgium (555/8 wins)
3. Pit Beirer (Hon), Germany (402/1 win)
4. Frederic Bolley (Hon), France (279)
5. Marnicq Bervoets (Suz), Belgium (288)
6. Tallon Vohland (Yam), Sacramento, CA (275)
7. Jocke Karlsson (Hon), Sweden (245)
8. Mickael Maschio (Yam), France (213)
9. Leon Giesbers (KTM), Holland (174)
10. Paul Cooper (Hon), England (135)

CASEY JOHNSON

125cc WORLD CHAMPIONSHIP SERIES
(After 11 of 11 rounds):

1. Alessio Chiodi (Hus), Italy (345/6 wins)
2. David Vuillemin (Yam), France (310/4 wins)
3. Alessandro Puzar (TM), Italy (246/1 win)
4. Claudio Federici (Yam), Italy (217)
5. Luigi Seguy (Hon), France (146)
6. Brian Jorgensen (Suz), Denmark (144)
7. Carl Nunn (Yam), England (141)
8. Alessandro Belometti (Yam), Italy (126)
9. James Dobb (Hon), England (124)
10. Philippe Dupasquier (TM), France (123)

AMA/MAZDA 250cc NATIONAL C'SHIP MX SERIES
(After 12 of 12 rounds):

1. Doug Henry (Yam), Oxford, CT (493/5 wins)
2. Greg Albertyn (Suz), South Africa (430)
3. Mike LaRocco (Hon), South Bend, IN (390)
4. Mickael Pichon (Suz), France (384/1 wins)
5. Jeff Emig (Kaw), Riverside, CA (353/4)
6. Ezra Lusk (Hon), Bainbridge, GA (329/1 win)
   Larry Ward (Suz), Florence, SC (329)
8. Kevin Windham (Yam), Baton Rouge, LA (243)
9. Jean-Sebastien Roy (Kaw), Canada (181)
10. Ryan Hughes (Kaw), Temecula, CA (174)

AMA/MAZDA 125cc NATIONAL CHAMPIONSHIP MOTOCROSS SERIES
(After 12 of 12 rounds):

1. Ricky Carmichael (Kaw), Havana, FL (525/8 wins)
2. John Dowd (Yam), Chicopee, MA (477/2 win)
3. Casey Johnson (Kaw), Murrieta, CA (407)
4. Robbie Reynard (Suz), Norman, OK (371/1)
5. Mike Brown (Hon), Piney Flats, TN (356)
6. Jimmy Button (Yam), Scottsdale, AZ (329)
7. Stephane Roncada (Hon), France (246)
8. Tim Ferry (Yam), Largo, FL (244)
9. Nicholas Wey (Kaw), Dewitt, MI (238)
10. Nathan Ramsey (Kaw), Hixon, TN (204)

TOYOTA/PARTS UNLIMITED AMA SUPERCROSS SERIES
(After 16 of 16 rounds):

1. Jeremy McGrath (Yam), Canyon Lake, CA (322/7 wins)
2. Ezra Lusk (Hon), Bainbridge, GA (271/4 wins)
3. Larry Ward (Suz), Florence, SC (240/1 win)
4. Kevin Windham (Yam), Baton Rouge, LA (238/2 wins)
5. Mike LaRocco (Hon), South Bend, IN (230)
6. Mickael Pichon (Suz), France (216)
7. Doug Henry (Yam), Oxford, CT (213)
8. Jimmy Button (Yam), Scottsdale, AZ (175)
9. Mike Craig (Hon), Lakeside, CA (174)
10. Ryan Hughes (Kaw), Temecula, CA (159)

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES
(After 8 of 8 rounds):

1. Ricky Carmichael (Kaw), Havana, FL (200/8 wins)
2. Robbie Reynard (Suz), Norman, OK (143)
3. Brock Sellards (Hon), New Philadelphia, OH (133)
4. Casey Lytle (Hon), Santa Clarita, CA (114)
5. Shae Bentley (Kaw), Ellenwood, GA (86)
6. Tony Lorusso (Suz), East Hartford, CT (78)
7. James Povolny Jr. (KTM), Mendota Heights, MN (70)
8. Jim Neese (KTM), Greensboro, NC (69)
9. Robbie Skaggs (Yam), Lawrence, KS (66)
10. Corey Keeney (Yam), Oakdale, MN (63)

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES
(After 7 of 7 rounds):

1. John Dowd (Yam), Chicopee, MA (159/3 wins)
2. David Vuillemin (Yam), France (147/3 wins)
3. Stephane Roncada (Hon), France (145/1 win)
4. Nathan Ramsey (Kaw), Hixon, TX (111)
5. David Pingree (Hon), Menifee, CA (93)
6. Greg Schnell (Yam), Rancho Cucamonga, CA (84)
7. Michael Brandes (Suz), Quail Valley, CA (72)
   Jason McCormick (Hon), Vancouver, WA (72)
9. Travis Preston (Suz), Hesperia, CA (68)
10. Jeff Willoh (Suz), Glendale, CA (67)

DIRT TRACK

SHAUN RUSSELL

AMA GRAND NATIONAL CHAMPIONSHIP SERIES
(After 16 of 19 rounds):

1. Rich King (Hon), Dysart, IA (239/2 wins)
   Will Davis (H-D), Goldsboro, NC (239/4 wins)
3. Scott Parker (H-D), Swartz Creek, MI (238/5 wins)
4. Chris Carr (H-D), Fleetwood, PA (237/3 wins)
5. Joe Kopp (H-D), Mica, WA (135)
   Steve Morehead (H-D), Findlay, OH (135)
7. Kevin Varnes (H-D), Pottstown, PA (129)
8. Jay Springsteen (H-D), Lapeer, MI (126)
9. Bryan Bigelow (H-D), Au Gres, MI (113)
10. Dan Butler (H-D), Waterford, MI (100)

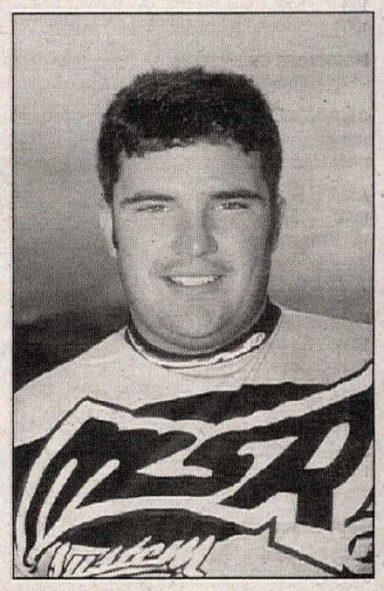
H-D SPORTSTER PERFORMANCE SERIES
(After 10 of 13 rounds):

1. Jess Roeder, Monroeville, OH (175/4 wins)
2. Shaun Russell, San Jose, CA (138)
3. Scott Stump, Langhorne, PA (128)
4. Gary Rogers, San Jose, CA (127)
5. Brian Kromroy, Madison, WI (104)
6. Mike Hacker, Prince George, WA (99/2 wins)
7. Billy Martin, Stockton, CA (91)
   Davey Camlin, Rock Island, IL (91/2 wins)
9. Willie McCoy, Richardson, TX (82)
10. Tim Eades, Petersburg, VA (63)

OFF-ROAD

AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES
(After 5 of 7 rounds):

1. Ty Davis (Yam), Hesperia, CA (110/2 wins)
2. Destry Abbott (Kaw), Peoria, AZ (90/1 win)
3. Dave Ondas (Kaw), Trabuco Canyon, CA (68)
4. Donnie Book (Yam), Gypsum, CO (66/1 win)
5. Paul Krause (Kaw), Irvine, CA (59)
6. Brian Brown (Kaw), Nampa, ID (58/1 win)
7. Steve Hengeveld (Kaw), Oak Hills, CA (53)
   Dan Richardson (Kaw), Fountain Valley, CA (53)
9. Doug Chiapuzio (Kaw), Camarillo, CA (42)
10. David Hamel (Kaw), Sparks, NV (41)
    Nick Pearson (KTM), Pioche, NV (41)
    Russell Pearson (KTM), Pioche, NV (41)



DAVE ONDAS

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES
(After 5 of 9 rounds):

1. Doug Blackwell (Yam), Parkersburg, WV (115/3 wins)
2. Brian Garrahan (KTM), Boulder Creek, CA (97/1 win)
3. Mike Lafferty (KTM), Millville, NJ (79)
4. Patrick Garrahan (KTM), Boulder Creek, CA (75)
5. Dave Flashberger (Hon), Pleasanton, CA (36)
6. Josh McLevy (Hon), Fairfield, CT (35)
   Blair Bersano (Kaw), Pinconning, MI (35)
8. Luca Tussardi (Kaw), Italy (32)
9. Sean Wilson, Maple Valley, WA (31)
10. Fred Andrews (Kaw), Salem, OH (30/1 win)

AMA GRAND NATIONAL CROSS COUNTRY SERIES
(After 10 of 13 rounds):

1. Rodney Smith (Suz), Oakley, CA (175/5 wins)
2. Scott Summers (Hon), Petersburg, KY (148/2 wins)
   Fred Andrews (Kaw), Salem, OH (148/2 wins)
4. Steve Hatch (Suz), Ithaca, NY (145/1 win)
5. Barry Hawk Jr. (Yam), Uniontown, PA (107)
6. Jim Jarrett (Kaw), Minerva, OH (104)
   Randy Hawkins (Yam), Travelers Rest, SC (104)
8. Robbie Jenks (Yam), New Straitsville (87)
9. Paul Edmondson (Suz), Corona, CA (84)
10. Josh McLevy (Hon), Fairfield, CT (57)

AMA ACERBIS NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 10 of 10 rounds):

1. Michael Lafferty (KTM), Millville, NJ (230/6 wins)
2. Doug Blackwell (Yam), Parkersburg, WV (130/1 win)
3. Patrick Garrahan (KTM), Boulder Creek, CA (123)
4. Randy Hawkins (Yam), Travelers Rest, SC (117/1 win)
5. Matt Stavish (Hon), Blaine, MN (117)
6. Ty Davis (Yam), Hesperia, CA (81/2 wins)
7. Jason Dahners (Hbg), Redmond, WA (70)
8. Destry Abbott (Kaw), Peoria, Arizona (54)
9 Fred Hoess, (Suz), Stanhope, NJ (50)
10. Russell Pearson (KTM), Bioche, NV (46)

AMA/NATC NATIONAL CHAMPIONSHIP TRIALS SERIES
(After 7 of 10 rounds):

1. Geoff Aaron (Bet), Alpine, CA (182/3 wins)
2. Jess Kempkes (G-G), Lincoln, NE (162/3 wins)
3. Raymond Peters (G-G), Beaver Dams, NY (158/1 win)
4. Ryon Bell (Mon), Canada (156)
5. Dennis Sweeten (Mon), Oregon City, OR (104)
6. Matt Moore (Mon), Sapulpa, OK (100)
7. Michael Bryant (Bet), Burlington, CT (95)
8. Chris Bardell (G-G), Millerstown, PA (85)
9. Travis Fox (G-G), Montoursville, PA (80)
10. Brian Capper (G-G), Ansonia, CT (68)

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
10/4 Phillip Island, Australia, Rnd 13
10/18 Nelson Piquet, Brazil, Rnd 14
10/25 Buenos Aires, Argentina, Rnd 15

World Superbike Championship Series
9/27 Sentul, Indonesia, Rnd 12
10/4 Sugo, Japan, Rnd 13
10/11 Shah Alam, Malaysia, Rnd 14

Motocross des Nations
9/27 Foxhill, England

AMA/MBNA Superbike Series
10/2-4 Las Vegas, NV, Rnd 13
Info: 614/891-2425

AMA U.S. Open of Supercross
10/10 Las Vegas, NV
10/11 Las Vegas, NV
Info: 702/566-1453

AMA National Hare Scrambles Series
10/4 Lynnville, IN, Rnd 8
10/18 Tulsa, OK, Rnd 9

AMA National Hare and Hound Series
9/27 Yerington, NV
10/25 Lucerne Valley, CA
Info: 304/284-0084

AMA Grand National Cross Country Series
9/26-27 Mount Morris, PA
10/10-11 Lisbon, OH
10/24-25 Crawfordsville, IN
Info: 304/284-0084

AMA National Championship Hillclimb Series
9/27 Jefferson, PA, Rnd 12
10/11 Oregonia, OH, Rnd 13
Info: 614/891-2425

AMA Grand National Championship Series
9/26 Sacramento, CA, Rnd 17
10/3 Las Vegas, NV, Rnd 18
10/11 Del Mar, CA, Rnd 19
Info: 614/891-2425

AMA Prostar National Drag Racing Series
10/10-11 Houston, TX, Rnd 7
11/20-22 Gainesville, FL, Rnd 8
Info: 256/852-1101

AMA Prostar West Drag Racing Series
10/17-18 Phoenix, AZ, Rnd 4
Info: 256/852-1101

AMA U.S. Eastern Motocross Fall Series
9/27 Sanford, VA
10/4 East Bend, NC
10/11 Danville, VA
10/18 Dillwyn, VA
10/25 Elizabeth City, NC
11/8 Axton, VA
Info: 804/724-4392

AMA Texas Championship Hare Scrambles Series
10/11 Altair, TX
11/8 Rathmann, TX
12/6 Fort Hood, TX
Info: 409/732-9171

AMA United States Mega Series
9/26-27 Sevierville, TN
10/3-4 London, KY
10/16-18 Blountville, TN
Info: 423/323-5497

AMA Carolina Ultra Series
10/11 Chesterfield, SC
10/31-11/1 Society Hill, SC
Info: 423/323-5497

AMA/District 10 Daniel Boone Sheltowee Series
9/26-27 Dollywood, TN
10/3-4 London, KY
10/25 London, KY
Info: 606/877-1364

AMA Eastern Four-Stroke National
9/26-27 Buchanan, MI
10/3-4 London, KY
10/10-11 Casey, IL
10/17-18 Blountville, TN
11/7-8 Society Hills, SC
Info: 606/877-1364

AMA District 25 Four Corners Motocross
9/27 Aztec, NM
10/11 Aztec, NM
Info: 970/533-9747 or 505/325-4195

AMA District 14 Vintage Motocross State Championship Series
9/27 Millington, MI
10/4 Millington, MI
10/18 Buchanan, MI
Info: 248/305-8783

AMA/District 36 Vintage Dirt Track Chamionship Series
10/3 Lodi, CA, Rnds 34, 35
10/10 Lodi, CA, Rnds 36, 37
10/17 Lodi, CA, Rnds 38, 39
10/24 Lodi, CA, Rnd 40
Info: 209/369-1667 or 209/368-7809

AMA/District 36 Amateur/Youth Dirt Track Championship Series
10/3 Lodi, CA, Rnds 34, 35
10/10 Lodi, CA, Rnds 36, 37
10/17 Lodi, CA, Rnds 38, 39
10/24 Lodi, CA, Rnd 40
Info: 209/368-7182 or 209/463-6224

AMA/District 36 Championship Enduro Series
10/4 Long Barn, CA, Rnd 6
10/11 Redding, CA, Rnd 7
10/18 Stonyford, CA, Rnd 8
10/25 Elkins Flat, CA, Rnd 9
10/31 Upper Lake, CA, Rnd 10
11/8 Stonyford, CA, Rnd 11
11/15 Ballinger Canyon, Rnd 12
Info: 408/281-3805

AMA/District 27 Dirt Track Series
9/26 Rainier, WA
10/17 Elma, WA
11/27 Elma, WA
Info: 253/845-8166

AMA/District 34 Family Motocross Series
9/27 Walkill, NY
10/4 Modena, NY
10/11 Modena, NY
10/18 Walkill, NY
10/25 Modena, NY
11/1 Modena, NY
Info: 518/828-6149

AMA/District 36 Family Enduro Series
11/14 Foresthill, CA, Rnd 4
11/22 Stonyford, CA, Rnd 5
Info: 408/281-3805

AMA/District 37 Dual Sport Ride Series
10/3-4 Ridgecrest, CA
10/17-18 Mesquite, NV*
10/31-11/1 Ridgecrest, CA
11/15 Riverside, CA
11/27-28 LA-Barstow-Las Vegas*
12/27 Cantil, CA
1/16-17 Ridgecrest, CA
* National Trail Ride Series Events
Info: 818/249-2141 (3,1)

Team Dual Dogs/KTM/Galpin Ford California Dual Sport Series
10/31-11/1 California Hot Springs, CA
11/22 Newhall, CA
1/2-3/99 Mojave, CA
Info: 818/701-1913

AMA/District 37 Big 6 GP Series
10/3-10/4 San Bernardino, CA
10/31-11/1 Gorman, CA
Info: 619/251-3489 or 562/428-4971

AMA/Districts 37 & 38 Flat Track Series
10/10 Del Mar, CA
10/18 Temecula, CA
11/14 Temecula, CA
Info: 619/277-1591

AMA GFTL Semi-Pro Dirt Track Series
9/26 Danielsville, GA, Rnd 9
10/24-25 McRae, GA, Rnd 10
11/21 Danielsville, GA, (Charity Race)
Info: 770/962-7888 or 770/339-3997

Checkered Flag Dirt Track Series
10/10 Danielsville, GA
11/7 Danielsville, GA
Info: 770/962-7888 or 770/339-3997

AHRMA Progressive Suspension Historic Cup Series
10/3-4 Talladega, AL
Info: 715/842-9699

AHRMA SOS/BOT/Sound Of Thunder Series
10/3-4 Talladega, AL
Info: 715/842-9699

AHRMA Speed & Sport Vintage Motocross Series
9/26 Peoria, IL
10/18 Hollister, CA
11/8 Tulare, CA
Info: 715/842-9699

AHRMA/Classic Bike Magazine Dirt Track Series
9/27 Sacramento, CA
9/27 Peoria, IL
10/10 Del Mar, CA
Info: 715/842-9699

AHRMA Speed & Sport Vintage Trials Series
9/27 Peoria, IL
10/3 Millersville, AL
10/10 White City, IL
10/17 Hollister, CA
11/28 Frank Raines Park, CA
Info: 715/842-9699

AHRMA Dixie Cup Road Race Series
10/3-4 Talladega, AL
Info: 715/842-9699

AHRMA Midwest Regional MX Series
10/3 Denmark, WI
10/24 Casey, IL
Info: 920/684-4331

AHRMA/El Dorado Cycle Midwest Trials Series
10/10 White City, IL
10/25 Park Hills, MO
Info: 417/859-4158

AHRMA Northeast Regional MX Series
9/26 Binghamton, NY
10/10 Clifford, PA
Info: 914/429-9465

AHRMA Northwest Regional MX Series
10/18 Hollister, CA
11/8 Tulare, CA
Info: 408/663-4014

AHRMA/European Dirt Rocky Mountain Regional MX Series
9/27 Berthoud, CO
Info: 970/879-6651

AHRMA/European Dirt Rocky Mountain Regional Trials Series
9/27 Berthoud, CO
Info: 303/629-3069

AHRMA H&H KTM Southeast GP Series
9/26 Macon, GA
10/25 Lookout Mountain, GA
Info: 770/986-3213

AHRMA Southeast Dixie Series
11/8 Bremen, GA
Info: 770/986-3213

AHRMA Southeast Regional MX Series
10/11 Reddick, FL
Info: 770/986-3213

AHRMA Southeast Regional Trials Series
10/3 Millersville, AL
Info: 334/826-1969

AHRMA Southwest Regional MX Series
9/27 Gorman, CA
11/8 Tulare, CA
11/22 Peoria, AZ
Info: 909/929-6772

AHRMA/Western Regional Dirt Track Series
10/4 Lodi, CA
10/24 Tulare, CA
10/25 Tulare, CA
Info: 818/992-5343

PJ1 National Arenacross Series
11/6-8 Des Moines, IA
11/13-15 Worcester, MA
11/20-22 Jacksonville, FL
11/27-29 Perry, GA
12/4-6 Rockford, IL
1/1-3 Fort Worth, TX
1/8-10 Grand Rapids, MI
1/15-17 Hampton, VA
1/22-24 Baltimore, MD
1/29-31 Niagara Falls, NY
2/5-7 Winston-Salem, NC
2/12-14 Guthrie, OK
2/19-21 Denver, CO
2/26-28 Sacramento, CA
3/5-7 Portland, OR
3/19-21 San Jose, CA
3/26-28 Salt Lake City, UT
Info: 630/566-6100

SERA Enduro Series
9/27 New Augusta, MS
10/11 Clanton, AL
11/1 Maplesville, AL
Info: 205/980-5191

SERA Hare Scrambles Series
9/26 New Augusta, MS
10/18 Wiggins, MS
11/15 Laurel, MS
12/6 Maplesville, AL
1/3 Saucier, MS
1/10 Maplesville, AL
2/7 Birmingham, AL
Info: 504/665-0313

CCS/Championship Cup Road Racing Series
Florida Region
9/27 West Palm Beach, FL
12/5-6 Homestead, FL
Northeast Region
10/3-4 Loudon, NH
Southwest Region
10/3-4 Chandler, AZ
11/28-29 Chandler, AZ
California Region
10/3-4 Chandler, AZ
11/14-15 Buttonwillow, CA
12/5-6 Buttonwillow, CA

CCS Race of Champions
10/28-11/1 Daytona Beach, FL
Info: 828/684-4297

North American Sport Bike
10/20-25 Daytona Beach, FL
9/11-13 Homestead, FL
Info: 828/684-4297

WERA National Endurance Series
10/16 Braselton, GA
Info: 770/924-8404 or www.wera.com

WERA National Challenge Series
10/14-18 Braselton, GA
Info: 770/924-8404 or www.wera.com

WERA Vintage Series
9/26-27 Mount Meridian, IN
10/14-18 Braselton, GA*
* Double point events
Info: 407/831-4331 or www.weravintage.com

WERA Sportsman Series
North Central
9/26-27 Mount Meridian, IN
Info: 770/924-8404 or www.wera.com

ECEA C'ship Enduro Series
9/27 New Lisbon, NJ
10/4 New Gretna, NJ
10/25 Delaware City, DE
11/1 Rawlings, MD
Info: 717/865-0601

ECEA Championship Hare Scrambles Series
10/11 Budds Creek, MD
10/18 Mauricetown, NJ
11/8 Warren Grove, NJ
Info: 717/865-0601

ECEA Dual Sport Series
10/11 Indian Mills, NJ
10/18 New Philadelphia, PA
11/15 Greenbank, NJ
Info: 717/865-0601

USCRA Vintage Road Race Series
9/28 Loudon, NH
Info: 607/277-2369 or 603/239-6778

Over The Hill Gang National Series
10/17-18 Hungry Valley, CA
Info: 562/864-6875 or 714/680-8643

Rocky Mountain Motocross Association
Summer Series
9/27 Brush, CO
10/4 Watkins, CO
Info: 719/473-6723 or 303/271-0190

Sports Riders Association of Colorado Motocross Series
9/27 Colorado Springs, CO
10/4 Berthoud, CO
10/11 TBA
Info: 303/988-7722

SD/IAMA Motocross Series
9/27 Sioux Falls, SD
Info: 605/665-3512

Alabama State Championship Motocross Series
10/4 Chandler Mountain, AL
10/10 Kilpatrick, AL
10/17 Ironman, AL
Info: 205/681-8317 or 205/663-0963 or 205/561-3495

District 11/Buckeye State Motocross C'ship Series
9/27 Sugar Grove, OH
Info: 614/740 323-3489 or www.perfpowersports.com

KTMXA Motocross Series
9/26 Paris, TN
10/3 Murray, KY
10/11 Milan, TN
Info: 901/642-0511

Tennessee State Fairgrounds MX Championship Series
9/26 Paris, TN
10/10 Paris, TN
10/17 Jackson, TN
10/24 Paris, TN
Info: 901/642-0511

Tennessee Fall Motocross Championship Series
10/3-4 Lawrenceburg, TN, Rnds 7, 8
10/24-25 Hohenwald, TN,
Info: 931/796-2298

New England State MX C'ships
9/26-27 Greene, ME
10/4 Middleboro, MA
10/11 Southwick, MA
10/18 Middleboro, MA
10/25 Southwick, MA
11/1 Middleboro, MA
Info: 617/982-4307

Moriarty Motocross Series Championships
10/17 Moriarty, NM
10/18 Moriarty, NM
Info: 505/888-7312

MARS Motorcycle Asphalt Racing Series
10/17 Hampton, VA
Info: 803/626-7959

New England Dirt Track Series
9/26 East Lempster, NH
10/10 East Lempster, NH
Info: 978/874-1732

New England Trials Association
9/27 Exeter, RI
10/18 Chepachet, RI
Info: 508/429-7675 or 401/334-4820 or www.tiac.net/users/danwilms

NETRA Championship Enduro Series
10/4 Adams, MA
10/18 Chester, CT
11/1 West Stafford, CT
11/15 Central Village, CT
Info: 860/875-5757

NETRA Championship Hare Scrambles Series
10/11 Assonet, MA
Info: 860/875-5757

NETRA Turkey Run Series
9/27 Wrentham, MA
10/11 Winchendon, MA
10/25 Central Village, CT
Info: 860/875-5757

NETRA Championship Junior Enduro Series
9/26 Brimfield, MA
10/10 Assonet, MA
11/7 Winchendon, MA
Info: 860/875-5757

Moose Midwest Enduro Series
9/27 Fremont, IA
10/25 Springfield Corners, WI
Info: 319/582-4864

IERA Enduro Series
9/27 Fremont, IA
10/4 Bartlett, IA
11/1 Morrison, IL
Info: 515/933-4872

IERA Hare Scrambles Series
10/11 Hills, IA
10/18 River Valley, IA
Info: 402/451-5244

MRA Suzuki Tri-State Challenge
10/4 Delta, OH
10/11 Milan, MI
Info: 419/822-3006 or 734/241-1600

MRA Ironman GP Series
10/25 Delta, OH
11/1 Delta, OH
Info: 419/822-3006 or 734/241-1600

Southeastern Trials Riders Association Championship Series
10/3-4 Millerville, AL
10/24-25 Sequatchie, TN
11/14-15 Cumming, GA
Info: 423/942-8688

Trials Incorporated Championship Series
10/11 Dayton, OH
11/14 TBA
Info: 937/299-1501

Mid-East Hare Scrambles Series
10/4 Hickory, NC
10/18 TBA
11/1 Grover, NC
Info: 704/937-9177 or 704/484-9000

NYS Off-Road Grand Prix Championship Series
9/27 Hamburg, NY
Info: 716/825-8720

Branson USA MX Championships
9/25-27 Branson, MO
Info: 909/657-6834

La Playa Motocross Grand Prix Series
10/4 Rosarito, Baja California
12/6 Rosarito, Baja California
Info: 011/52-661-22525

Rocky Mountain Enduro Circuit
11/8 Matador, TX
Info: 307/742-4136

Black Jack Enduro Series
9/27 Tulsa, OK
10/11 Muenster, TX
10/25 Chadwick, MO
11/22 Oklahoma City, OK
Info: 417/581-5552 or 417/581-4046

Texas Enduro Series
9/27 Cloudcroft, NM
10/11 Muenster, TX
10/25 Memphis, TX
11/8 Matador, TX
11/22 Oklahoma City, OK
Info: 800/558-7232

Oklahoma Cross Country Series
9/27 Cogar, OK
10/4 Rose, OK
11/1 Braggs, OK
11/8 Hallett, OK
Info: 405/366-1051 or 405/390-5227

SRA West Series
10/3-4 Willow Springs, CA
10/17-18 Willow Springs, CA
Info: 916/339-1778

Missouri Hare Scrambles Championship Series
10/11 Drexel, MO
10/18 Festus, MO
Info: 417/537-8406

Total Performance Racing Dirt Track Series
9/27 Tulsa, OK
10/25 Tulsa, OK
11/21 Glenpool, OK
11/22 Glenpool, OK
Info: 918/836-6999

CMRRA 50cc/125cc Championship Road Race Series
9/27 Palomar, CA
10/24-25 Rosamond, CA
11/22 Palomar, CA
12/13 Riverside, CA
Info: 909/674-5357

WSMC Road Race Series
10/17-18 Rosamond, CA, Rnd 10
11/14-15 Rosamond, CA, Rnd 11
12/19-20 Rosamond, CA, Rnd 12
Info: 805/256-1234

NCMRRA Road Racing Series
10/3-4 Sacramento, CA
10/31-11/1 Sacramento, CA
Info: 916/722-5517

CMC Sunstar Trans-Cal Motocross Nationals
South
10/4 Palmdale, CA, Rnd 3
10/11 San Jacinto, CA, Rnd 4
Final Showdown
10/24-25 Marysville, CA
Info: 949/367-1141 or SPCMCMX@aol.com

GFI Fall Motocross Series
10/4 Perris, Rnd 3
10/25 San Jacinto, Rnd 4
Info: 909/653-4042

GFI Elsinore GP
11/7 Elsinore, CA
11/8 Elsinore, CA
Info: 909/653-4042

VINTAGE IRON WORLD CHAMPIONSHIPS

Vintage Iron, Yamaha Motor Corporation and Glen Helen Raceway Have Combined Forces to Bring You the Vintage Racing Weekend of the Century!

The Ironmen Of Motocross Charity Banquet - OCTOBER 31, 1998

Ever dreamed of having dinner with the gods of motocross like DeCoster, Hannah, Mikkola, LaPorte, Wolsink, Ward or Ake Jonsson? Here's the chance of a lifetime. Join us and master of ceremonies, Larry Maier of Speedvision, for a night to remember. We have invited ten of the most notable European racers in history, plus twenty of the best the U.S. ever produced. Together this group will represent the icons of our sport from the 60's to the 80's. Truly the most prestigious gathering of former champions ever assembled, and you can be part of it all while aiding the FEED THE CHILDREN FOUNDATION at the same time. Tickets are still availabe. Call today!

Vintage Iron World Championships - NOVEMBER 1, 1998

A true international event with riders from England, Japan, Australia, Sweden, Holland, France, Belgium and more, all looking to dethrone the American contingent. Classes for machines from Pre-1965 to Evolution (air cooled, drum brake and no linkage suspension) and everything in between.
Age and rider ability classes too!
The best part is there is absolutely
NO MEMBERSHIP NECESSARY.

The Evolution Of Motocross Bike Show
Open to all historical motocross machines regardless of age. There is no charge to enter and prizes will be awarded to all class winners.

For Entry Forms or Information Call
800-422-4766
Or Get Your Entry Form And Updates On The Web
www.vintageiron.com

PRIMM RACING Collection

Saturday October 31st - Glen Helen Raceway
Registration / Practice 9:00AM - 2:00PM
Specially designed and groomed course
Saturday Evening - San Bernardino Hilton
Ironmen of Motocross Charity Banquet
7:00PM - San Bernardino Hilton

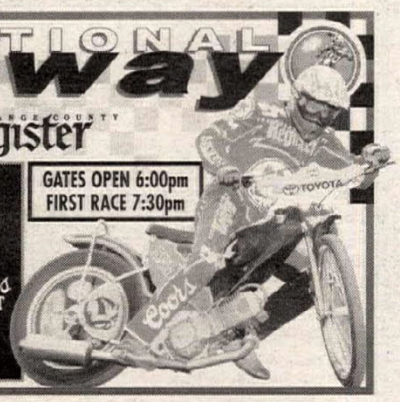
Sunday November 1st - Glen Helen Raceway
Gates open at 6:00AM Registration opens at 6:30AM
Rider's meeting at 7:15AM Practice begins at 7:30AM
Racing begins at 9:15AM
Gate Fee: $10.00 Kids $5.00 Under 12 Free
Over Night Camping FREE!

PLEASE SUPPORT OUR FINE SPONSORS...
Arai DUNLOP thor MAXIMA ACERBIS CYCLE NEWS SDI WORKS PERFORMANCE WHITE MOTOCROSS REVIEW MOTOCROSS JOURNAL DIRT BIKE

INTERNATIONAL Speedway
Orange County Fairgrounds, Costa Mesa
THE ORANGE COUNTY Register

1998 "Coors Light" U.S. NATIONAL CHAMPIONSHIP
One Night Only!
Coors LIGHT *Featuring: The Top 20 Racers in the U.S. (Medieval Times Intermission Show)* Coors LIGHT
October 3, 1998
For Ticket Information, Call 949/492-9933

GATES OPEN 6:00pm
FIRST RACE 7:30pm



MOTOR HARLEY-DAVIDSON CYCLES

OCTOBER 10
Schaeffer's
Harley - Davidson/Buell
Orwigsburg, PA
Antique Motorcycle Show
H-D Traveling Museum
Sidewalk Sale
Plus
LIVE AUCTION
2:00 PM
on Old Lightweight Parts
(717) 366-0143

WEEKLY!
Not Monthly.
CYCLE NEWS

Tell them you saw it in Cycle News

MOTO-X RACING
Friday Night Racing At Castaic Lake
Every Friday in August & September
Bleachers, Lights, Food and Great Racing!
Gates open - 3:30
Practice - 5:00
Race start - 6:00
3miles north of Magic Mtn
Exit Lake Hughes Rd - Right
½ mile to Ridge Route - Left
¼ mile to entrance on right
805-294-0020 WWW.reset-inc.com/sscmx

MOTO-X RACING
HUNGRY VALLEY SVRA MOTOCROSS PRACTICE
Every Thursday - 1:00pm - Dusk
Every Saturday - 9:00am - 2:00pm
Every Sunday thru the summer - 9:00am - 2:00pm
805-294-0020 WWW.reset-inc.com/sscmx

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

GFI Fall Series
North
9/27 Turlock, CA
10/4 Hollister, CA
10/11 Tracy, CA
10/18 Turlock, CA
Info: 209/656-9682

KORR Hare Scrambles Championship Series
10/4 Sterling, KS
11/8 Marion, KS
11/22 Wichita, KS
12/6 Hillsboro, KS
Info: 316/942-6527

Virginia Championship Hare Scrambles Series
10/4 Martinsville, VA
10/11 Newport News, VA
11/1 Surry, VA
Info: 757/255-4620

KORR MX C'ship Series
9/27 Inman, KS
10/11 Hillsboro, KS
10/25 Marion, KS
12/13 Sterling, KS
Info: 316/942-6527

Sunflower State Championship Series
9/27 Great Bend, KS
10/11 Lyndon, KS
Info: 785/842-8272

MRAN Desert Series
10/17-18 Logandale, NV
11/7-8 Beatty, NV
11/21 Alamo, NV
Info: 702/437-6726

Silver State Desert Race Series
10/1-4 Vegas-to-Reno, NV, Rnd 3
12/4-6 Pahrump, NV, Rnd 4
Info: 702/457-5775 or www.bitd.com.

USRA Desert Series
9/26 TBA
10/10 Price, UT
11/14 Knolls, UT

USRA & ZMA MX Series
10/3-4 Rock Springs, WY
11/27-28 St. George, UT
Info: 801/966-4635 or 435/673-2444

MRA Roadracing Series
10/4 Mead, CO
Info: 303/530-5678 or 303/369-8409

Mid-Atlantic Vintage Trials Series
10/4 Toughkenamon, PA
Info: 410/775-7209

Georgia Championship Series
10/4 Macon, GA
10/11 Roberta, GA
10/25 Bremen, GA
Info: 912/788-0413

District 38/FRT Superstition Championship Series
9/26 Lake Superstition, CA
10/11 Plaster City, CA
10/31 Lake Superstition, CA
11/22 Yuha, CA
12/6 Kamikaze Wash, CA
12/31 Plaster City, CA
Info: 619/427-5759

California Rough Scrambles Series
10/4 Madera, CA
10/11 Madera, CA
10/25 Madera, CA
11/1 Madera, CA
11/15 Madera, CA
11/22 Madera, CA
11/29 Madera, CA
Info: 209/661-0706

VDTRA National Dirt Track C'ship Series
10/4 Las Vegas, NV
Info: 719/541-2741

West Coast Stadiacross Series
10/2-3 Fresno, CA
10/16-17 San Diego, CA
11/13-14 San Francisco, CA
11/20-21-22 Reno, NV
Info: 702/267-4392

Texas Cross Country Racing Association
9/27 Gholson, TX
10/11 St. Joe, TX
Info: http://www.tccra.org

Nebraska Cornhusker Motocross Circuit
9/27 Douglas, NE
10/4 North Platte, NE
10/11 McCook, NE
10/18 Douglas, NE
Info: 308/345-3744 or 308/928-2503

Florida Gold Cup Series
9/27 Dade City Raceway, FL
10/4 Ocala, FL
10/11 Reddick, FL
10/18 SunState Raceway, FL
10/25 Gainesville, FL
Info: 904/935-6872

Florida Winter Am Series
1999
1/2-3 Gainesville, FL
1/10 Ocala, FL
1/17 Bradenton, FL
1/24 Reddick, FL
1/31 Dade City, FL
Info: 904/935-6872

SEPTEMBER

S	M	T	W	T	F	S
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20	21	22	23	24	25	26
27	28	29	30			

OCTOBER

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4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
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NOVEMBER

S	M	T	W	T	F	S
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15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

DECEMBER

S	M	T	W	T	F	S
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6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

*Denotes Pro Payback

Sept 25-26

* GEORGIA ARENACROSS - AMA, Paradise Off-Road Park, Rnd 1, Columbus Coliseum, State C'Ship, Columbus. Info: 412/475-5711.

Fri, Sept 25

CALIFORNIA SPEEDWAY - AMA National Speedway Championship, Gold Country Fairgrounds, Auburn. Info: 530/878-7223.

* CALIFORNIA MOTOCROSS - K-B Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

CALIFORNIA MOTOCROSS - SSC MX Racing, Rnd 8, Night Race, Castaic Lake MX, Castaic. Info: 805/294-0020.

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Dearborn County Fairgrounds. Info: 513/662-7759 or 812/537-5299.

Sept 26-27

ARIZONA DUAL SPORT - AMA, Desert Motorcycle Promotions, Prescott N.F., Prescott Valley. Info: 602/465-0759 or desertmc1@aol.com.

CALIFORNIA DUAL SPORT TRAIL RIDE - Association of California Trailriders, Lake Tahoe/Carson Valley, Strawberry Lodge. Info: 530/888-ACTNEWS or 530/672-3672.

MICHIGAN TRAIL TOUR - Cycle Conservation and Bent Wheels Club, Rose City. Info: 810/786-1211 or dr_dirt@sprynet.com.

MICHIGAN MOTOCROSS - Baja Acres, Birch Run Road, Millington. Info: 517/871-3356.

NEW YORK MOTOCROSS - NEMA, Claverack MX Track, Claverack. Info: 518/828-6149.

* TENNESSEE MOTOCROSS - Victory Sports Racing, AMA, Serious Racewear Mega Series, Dollywood Express MX, Sevierville. Info: 423/323-5497 or www.victory-sports.com.

Sat, Sept 26

CALIFORNIA DIRT TRACK - Outlaw Dirt Tracker Club, AMA, Barona Speedway, San Diego. Info: 619/427-0979 or vikoutlaw@aol.com.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, CRC, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - CMXR Summer/Fall Series, Carlsbad Raceway, Event #4, Four-Stroke Day. Info: 888/550-MOTO.

CALIFORNIA SPEEDWAY - International Speedway, Season Finale, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA MOTOCROSS - CMMC, Rnd 15, Barona Oaks. Info: 760/752-8252.

CALIFORNIA MOTOCROSS - Over The Hill Gang Motocross, Glen Helen, REM Track, San Bernardino. Info: 714/680-8643.

* CALIFORNIA MOTOCROSS - Saturday Night MX, Starwest Motocross Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

CALIFORNIA MOTOCROSS - CMA, Little Okie, Night Race, Madera. Info: 209/673-8080.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

* GEORGIA SUPERCROSS - Southeastern Shoot-Out Supercross Series, Bremen Race Park, Bremen. Info: 770/941-8464 or dirtman23@aol.com.

IDAHO HARE AND HOUND - Dirt Inc., National Championship Series, Murphy. Info: 208/459-0910.

ILLINOIS DIRT TRACK - Half Mile Dirt Track, Prarie Thunder MC, AMA & District 37, Menard County Fairgrounds. Info: 217/632-3857.

INDIANA MOTOCROSS - Dash For Cash, Steeltown Motocross Park, Chrisney. Info: 888/957-RACE or 812/925-8850.

LOUISIANA SPEEDWAY - Possum Cove International Speedway, Mossbluff. Info: 318/855-2401 or 318/855-1978.

NEW YORK SUPERCROSS - NYS Supercross, Night Thunder Series, Hamburg. Info: 716/825-8720.

* NEW YORK MOTOCROSS - AMA, Broome-Tioga Sports Center Inc., AHRMA Vintage Motocross & Vet Championships, Binghamton. Info: 607/849-4438.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, AMA, District 29, East Bend. Info: 336/699-3629.

OHIO MOTOCROSS - MRA, Night Race, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600.

* OHIO SHORT TRACK - Honda Hills, Thornville. Info: 740/323-3766.

* OHIO SHORT TRACK - Honda Hills, Linnville. Info: 740/323-3766.

* OKLAHOMA MOTOCROSS - Gold Cup Challenge MX, Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* PENNSYLVANIA SHORT TRACK - AMA, Trail-Way Speedway, Hanover. Info: 717/359-4310.

* TENNESEE STADIUM MOTOCROSS - KTMXA, Paris Dirt Tracker Inc., Rnd 4, 8th annual Tennessee State Stadium Motocross Championship, Henry County Fairgrounds, Paris. Info: 901/642-3078 or 642-0511.

TEXAS MOTOCROSS - Texas State Championship MX Series, Rnd 3, Swan Cycle Park, Tyler. Info: 903/882-4215.

TEXAS MOTOCROSS - Village Creek Motocross Park, Night Race, Fort Worth. Info: 817/572-7713 or 483-5028.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Floyd County, Willis. Info: 540/789-7260 or 540/789-7640.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, Rainier. Info: 425/745-4010.

Sun, Sept 27

CALIFORNIA GRAND PRIX - SRA GP, Glen Helen, San Bernardino. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - CMMC, Rnd 16, Barona Oaks. Info: 760/752-8252.

* CALIFORNIA MOTOCROSS - Phillipsville Motocross, 3170 Hwy. 254, Phillipsville, CA. Info: 707/943-3029.

* CALIFORNIA MOTOCROSS - 101 Bowl MX Park, Salinas Valley Fairgrounds, King City. Info: 831/385-3243 or mxrott@inreach.com

CALIFORNIA RIDE FOR KIDS - Pediatric Brain Tumor Foundation, Cal-Expo, Sacramento. Info: 510/724-8586 or chucklin@ix.netcom.com.

CALIFORNIA HARE & HOUND - AMA, District 37, Sunland Shamrocks MC, Teagle Wash, Red Mountain. Info: 805/497-9928.

CALIFORNIA MOTOCROSS - AHRMA Southwest Regional MX Series, Vintage MX, Hungry Valley SVRA, Gorman. Info: 909/929-6772 or velmore@lasercom.net.

CALIFORNIA MOTOCROSS - GFI Racing, MSR/Yamaha of Modesto GFI Fall Series,Rnd 2, Oatfield Raceway, Turlock. Info: 209/656-9682.

CALIFORNIA CYCLE SHOW AND SWAP MEET - Topping Events, Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.

CANADA MOTOCROSS - Erie Ramblers MC, Wheatley, Ontario. Info: 734/241-1600 or www.racemra.com.

* COLORADO MOTOCROSS - SRAC, 22nd round of the MX Series, Wild Rat Raceway, Colorado Springs. Info: 303/988-7722 or 303/989-7436.

* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 561/793-3394.

ILLINOIS BIKE SHOW - J&P Promotions, Bell-Claire County Fairgrounds, Belleville. Info: 319/462-6011.

* IOWA MOTOCROSS - Motocross Kingdom Inc., District 22, Des Moines. Info: 515/285-6910.

MICHIGAN OBSERVED TRIALS - Bent Fenders, AMA, District 14, Flushing. Info: 810/238-9100.

MICHIGAN HARE SCRAMBLES - AMA, District 14, Portland Trail Riders, Portland. Info: 517/647-7045. or http://www.geocities.com/Baja/Canyon/4997.

* MISSISSIPPI MOTOCROSS - MX 886, Fall Championships, Pontotoc. Info: 601/489-8316.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Las Vegas Motor Speedway, Las Vegas. Info: 702/565-7876 or www.vegasmotocross.com.

* NEVADA MOTOCROSS - MX West, Reno Over The Hill Gang, Fall Series, Rnd 1, Fernley International Raceway, Fernley. Info: 702/356-6043 or jaja@oasisol.com.

NEW MEXICO MOTOCROSS - AMA, High Desert Racing Club, Aztec. Info: 970/533-9747 or 505/325-4195.

NEW YORK HARE SCRAMBLES - Western New York Off-Road Association, South Tier MC, Webb Mills. Info: 607/962-2961.

* NEW YORK MOTOCROSS - AMA, Broome-Tioga Sports Center Inc., 16th annual Kawasaki Team Green/Pirelli Tires, New York State Motocross Championships, Binghamton. Info: 607/849-4438.

* NORTH CAROLINA MOTOCROSS - AMA, Devil's Ridge, District 29, U.S. Eastern Fall Series. Info: 919/776-1767.

OHIO MOTOCROSS - CRA, Ohio International Raceway, Ravenna. Info: 330/369-5993.

* OKLAHOMA DIRT TRACK - Total Performance Racers, Tulsa Speedway, Tulsa. Info: 918/836-6999.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park Inc., Fredericksburg. Info: 717/273-1180 or 717/865-5530.

PENNSYLVANIA CROSS COUNTRY - Racer Productions Inc., High Point Raceway, Mount Morris. Info: 304/284-0084.

TEXAS CROSS COUNTRY - Texas Cross Country Racing Association, Jerry Boren/Gholson.

* TEXAS MOTOCROSS - 4th annual Texas Pro Challenge, Swan Cycle Park, Tyler. Info: 903/882-4215.

* TEXAS SHORT TRACK - Action Promotions, Action Speedway, Grand Saline. Info: 903/768-2415.

* WASHINGTON MOTOCROSS - AMA, Washougal Motocross Park, Washougal. Info: 541/673-1671.

* WEST VIRGINIA MOTOCROSS - Mom's Mountain Inc., AMA, Mom's Mountain Race Park, Daniels. Info: 304/763-9133.

Oct 2-3

* CALIFORNIA INDOOR MOTOCROSS - Power Cross, On Trac Events, CMC, Fresno Selland Arena, Fresno. Info: 702/267-4392.

CALIFORNIA AMATEUR TT - 16th annual, Fresno Motorcycle Club, Caruthers Fairgrounds, Caruthers. Info: 209/224-5388.

* ENGLAND SUPERCROSS - FIM, ACU/Future West Promotions, Salop Club, Sheffield Arena, Sheffield, Yorkshire. Info: 604/794-3824.

Fri, Oct 2

GEORGIA SUPERCROSS - High Falls Supercross, Night Racing, High Falls. Info: 770/358-6111.

Oct 3-4

ALABAMA TRIALS - AMA, STRA Championship, Millerville. Info: 334/826-1969.

* CALIFORNIA MOTOCROSS - Phillipsville Motocross, 3170 Hwy 254, Phillipsville. Info: 707/943-3029.

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Countdown, China Lake 300, Motel 6, Ridgecrest. Info: 818/348-8381.

CALIFORNIA GRAND PRIX - AMA, District 37, Viewfinders MC, Glen Helen Raceway Park, San Bernardino. Info: 818/951-9627.

* KENTUCKY MOTOCROSS - Serious Racewear Mega Series, AMA, Kentucky State Championship, Victory Sports Racing, London. Info: 423/323-5497 or www.victory-sports.com.

* MARYLAND HARE SCRAMBLES - AMA, Western Maryland Off-Road Riders, Ironman Hare Scrambles Series, Cliffside Off-Road Park, Rawlings. Info: 301/724-6738.

* NEW JERSEY MOTOCROSS - 22nd annual Kawasaki Motocross Race of Champions, Old Bridge Township Raceway Park, Englishtown. Info: 732/446-7800 or etownrcwy@aol.com.

* TENNESSEE MOTOCROSS - Tennessee Fall Motocross Championship Series, Rnds 7 & 8, Rotary Park Fairgrounds, Lawrenceburg. Info: 931/796-2298.

TEXAS MOTOCROSS - Semi-Pro, Pro Circuit Regional Classic, AMA, Lake Whitney Motocross, Whitney. Info: 254/694-4271.

Sat, Oct 3

* CALIFORNIA SPEEDWAY - International Speedway, Coors Light U.S. National Championship, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933 or www.wient.com/speedway.

CALIFORNIA MOTOCROSS - Riverside Old-Timers, Motocross and Club Picnic, The New Sunrise MX Park, Adelanto. Info: 714/996-8327.

CALIFORNIA MOTOCROSS - Over The Hill Gang Motocross, Sunrise Park, OTHG race only, Adelanto. Info: 714/680-8643.

CALIFORNIA MOTOCROSS - CMXR Summer/Fall Series, Carlsbad Raceway, Event #5, Women's Day. Info: 888/550-MOTO.

* CALIFORNIA MOTOCROSS - Saturday Night MX, Starwest Motocross Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

* FLORIDA NIGHT MOTOCROSS - West Florida Motocross Park, Milton. Info: 850/623-6038.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, AMA, District 29, Night Race, East Bend. Info: 336/699-3629.

* OHIO SHORT TRACK - Honda Hills, Thornville. Info: 740/323-3766.

OHIO MOTOCROSS - MRA, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

OHIO ROAD RACE - Fasttrax Road Race Series, Nelson Ledges Road Course, Garrettsville. Info: 330/494-8410.

* OHIO SHORT TRACK - Honda Hills, Linnville. Info: 740/323-3766.

TEXAS MOTOCROSS - Rider of the Month awards, Village Creek Motocross Park, Fort Worth. Info: 817/572-7713 or 483-5028.

Sun, Oct 4

CALIFORNIA MOTOCROSS - CRC, Los Angeles County Raceway, Combo Series, Super MX, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - CMC, Sunstar Trans-Cal MX Nationals, Rnd 3, South, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - GFI Racing, GFI Fall Series Rnd 3, Perris Raceway, Perris. Info: 909/653-4042.

* CALIFORNIA MOTOCROSS - 101 Bowl MX Park, Salinas Valley Fairgrounds, King City. Info: 831/385-3243 or mxrott@inreach.com.

CALIFORNIA MOTOCROSS - MSR/Yamaha of Modesto GFI Fall Series, Rnd 3, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

CALIFORNIA ROUGH SCRAMBLES - RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA ENDURO - Merced Dirt Riders, District 36, AMA, Fall Enduro Series, Fraiser Flat, Long Barn. Info: 209/526-3957 or 209/586-3986.

* COLORADO MOTOCROSS - Semi-Pro with Youth, Rocky Mountain Motocross Association, Watkins Sports Riders Association, Watkins. Info: 303/271-0190 or 719/473-6723 or rmxarules@worldnet.att.net.

* COLORADO MOTOCROSS - SRAC, 23rd round of the MX Series, Rocky Mountain Promotions GP, Berthoud. Info: 303/988-7722 or 303/989-7436.

* GEORGIA MOTOCROSS - Championship Series, Echonnee Motocross, Macon. Info: 912/788-8227 or 935-5420.

ILLINOIS ENDURO - 37th annual Big Red, Cahokia Creek Dirt Riders Inc., White City. Info: 217/835-4042.

INDIANA HARE SCRAMBLES - Black Coal National Hare Scrambles, Lynnville. Info: 812/897-6814.

* MEXICO MOTOCROSS - LaPlaya Motocross Grand Prix, Too Much Fun Promotions, Cantamar Sand Dunes, Rosarito Beach. Info: 011/52-661-22525.

MICHIGAN HARE SCRAMBLES - AMA, District 14, Frelin, Imlay City. Info: 517/681-2215 or http://www.geocities.com/Baja/Canyon/4997.

NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway MX Park, Ashland. Info: 402/556-5801.

* NEVADA MOTOCROSS - MX West, Nevada Motocross Development, Rnd 2, Fall Series, Stead MX Track, Reno. Info: 702/787-7269 or jaja@oasisol.com.

* NEW YORK MOTOCROSS - Frozen Ocean Motocross Park Inc., AMA, CNYMRA, Auburn. Info: 315/784-5466 or 784-5517.

NEW YORK MOTOCROSS - AMA, District 34, Ace Motocross, Modena. Info: 914/361-4410.

* NEW YORK SHORT TRACK - AMA, Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/723-2288 or 607/693-2634.

WEST COAST POWERCROSS '98 INSIDE X-TREMES SERIES

$12,000 Pro Purse

OCT. 2 & 3
Fresno Selland Arena, Fresno, CA
NOV. 13 & 14
Cow Palace, San Francisco, CA
NOV. 20, 21, & 22
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INFO (702) 267-4392

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1st Annual Las Vegas Vintage 1/2 Mile
Sunday October 4th!
Vintage Dirt Track Racers Association National Championship Event
$2500.00 Vintage Purse
Full Vintage Program and Modern 600 Pro and Am. Classes
Day of Race Entry Fee $40.00 Pre Entry $30.00
Gates ~ 8:00AM Heats ~ 11:00AM Races ~ 12:30 PM
More Info 719-541-2741
VDTRA Hotline

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The Legend Lives On...
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GFI RACING

What's happening? Cycle News Calendar.

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TWO TRACKS - MAIN & PEE WEE
On RAMONA EXPY 3 miles east of I-215
At the LAKE PERRIS FAIR GROUNDS
OPEN RIDING PRACTICE
TUES& THURS 4:30 - 9:30PM
SAT 9AM - 2PM
WED MINIS ONLY 4:30 - 9:30PM
"CALIFORNIA'S HOTTEST NIGHT TRACK"
MORE INFO 909-943-4535 909-657-8845
OTHER EVENTS IN ADDITION TO STARWEST SANCT BY NMA

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Estate Auction
Sat. Oct. 17 10:30 AM
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GLEN HELEN RACEWAY PARK SAN BERNARDINO, CA
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CALL 24 HOURS FOR RACE & PRACTICE INFO (909) 880-3090

Thurs.,	Sept. 24	MX Practice 8:00am till DUSK
Fri.,	Sept. 25	IMS Stadiumcross (gates open 4pm, prac. 6pm, race 7:30)
Sat.,	Sept. 26	MX Practice 8:00am till 2:00pm
Sun.,	Sept. 27	SRA Grand Prix (Gates open 6:30)

CHAPARRAL VIEW FINDERS GP OCT 3 & 4
AMA CALIF STATE MX CHAMPIONSHIP (Oct 17th & 18th)

CRC 1998 California Race Schedule
100% PRO PAYBACK

Saturday	Sept. 26	Saturday Nite Special - KTM of Mojave	LACR
Sunday	Oct. 4	CMC / CRC Motocross	LACR
Saturday	Oct. 10	No Practice / No Race	
Sunday	Oct. 11	No Race	
Sunday	Oct. 18	CRC Combo Series - Gremlin GP	LACR

Wed. Nite Practice April 15 to Sept. 23 • 4:00pm to 9:00pm
Fri. Nite Practice June 5 to Sept. 25 • 4:00pm to 9:00pm
Sat. Practice Oct. 3 to Dec. 12 • 9am to 2pm
CRC Info (805) 272-8889
www.netport.com/lacr-crc

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Open Practice:
8:00 AM - 6:00 PM (All Tracks)
Thursday, Friday, Saturday, Sunday
Motocross / Int. Supercross / 60 & 80 / PeeWee
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NHS-Nat. Hare Scramble Y-Youth & Women

1998 SCHEDULE OF EVENTS

WISECO YAMAHA DUNLOP MOOSE KLOTZ CARMATE

Oct (Y)	10/11	Lisbon	Lisbon, OH
		5 mi W of Lisbon off Rt 30 (Trinity Church Rd)	
Oct	24/25	Ironman	Crawfordsville, IN
		5 mi. S of Crawfordsville off RT 47	

SCOTT

Saturday: 10 am Quad Poker Run
1 pm Quad Race
4 pm Bike Youth & Women

Sunday: Bikes
10 am Super Sen. & C classes
12 Noon Pro, A & B classes

OVER the HILL GANG

September 26 - Glen Helen, Saturday race, REM track, San Bernardino, CA
October 3 - Sunrise Park, Saturday race, OTHG race only. Adelanto, CA
October 6 - Club Meeting, Larry's Pizza - 926 W. Orangethorpe, Fullerton, CA

The Ultimate 30+ Vet MX Club
Info: (562) 864-6875 (714) 680-8643

THE NEW SUNRISE MX PARK

Adelanto, CA - EXIT OF HWY 395
Open Practice Fri, Sat & Sun 8AM - 4 PM
Prepped and Watered Daily
Info: (760) 246-7557
www.proride.com

PeeWee Track Coming Soon

cmc (209) 673-8080

Sat.,	Sept. 26	Little Okie - Madera, CA
Sat.,	Oct. 10	Little Okie - Madera, CA
Sat.,	Oct. 17	Little Okie - Madera, CA

Wed. Night Practices - Little Okie, Madera 5-9 pm

CMC Racing - 714/367-1141

CMC Sunstar Trans-Cal Motocross Nationals

3 So	Sept. 27 th	Comp. Park, San Jacinto, CA
4 So	Oct. 4 th	LACR, Palmdale, CA

Info: (949) 367-1141 or e-mail SPCMCMX@aol.com
"Race with the Best"

GFI RACING (909) 653-4042
A Rider for the Riders
Southern Region

Fri.,	Sept. 25	Friday Night Practice	(5PM - 10PM)	Perris
Sat.,	Sept. 26	Saturday Practice	(8AM - 1PM)	Perris
Fri.,	Oct. 2	Friday Night Practice	(5PM - 10PM)	Perris
Sat.,	Oct. 3	Saturday Practice	(8AM - 1PM)	Perris

GFI Elsinore Grand Prix November 7th & 8th

GFI RACING (209) 656-9682
A Rider for the Riders
Northern Region

Sun.	Sept. 27	Oatfield Race Way,	Turlock, CA
Sun.	Oct. 4	Hollister Hills GP Track,	Hollister, CA
Sun.	Oct. 11	Carnegie Cycle Park	Livermore, CA
Sun.	Oct. 18	Oatfield Race Way,	Turlock, CA

Saturday Practice 8am - 2pm prior to race events

REM Saturday MX
at Glen Helen Raceway

Saturday MX - September 26
NO RACE - October 3
Saturday MX - October 10

No Membership Required!-New Motocross Racetrack.
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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

* NEW YORK MOTOCROSS - Hunt Motocross Park, WNYSC, Robinson Road, Hunt. Info: 716/476-2697.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, U.S. Eastern Pro-Am, Districts 29 & 13, East Bend. Info: 336/699-3629.

* NORTH CAROLINA MOTOCROSS - 5th annual Dirt World Challenge, Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.

* OHIO HARE SCRAMBLES - CRA, Salem Motorcycle Club, Lisbon. Info: 330/482-2971.

OHIO MOTOCROSS - MRA, Stars of Tomorrow Youth Championship, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

OHIO SWAP MEET & BIKE SHOW - Abate of Ohio, Region Zero 6th annual Party and Roast. Info: 330/654-2761 or 330/872-1050.

OHIO ROAD RACE - Fasttrax Road Race Series, Nelson Ledges Road Course, Garrettsville. Info: 330/494-8410.

OREGON ROAD RACE - Oregon Motorcycle Road Racing Association, Portland. Info: 503/221-1487.

* OREGON MOTOCROSS - CMC, Sunstar Trans-Cal MX Nationals, Rnd 3, Pacific Northwest, Albany SX Track, Albany. Info: 541/928-4474.

PENNSYLVANIA HILL CLIMB - Bedford County Motorcycle Club, Beaverdale. Info: 814/487-4320.

PENNSYLVANIA MOTOCROSS - Bellco Inc., Steel City USA, Delmont. Info: 304/284-0084.

VIRGINIA HARE SCRAMBLES - Virginia State Championship, Blue Ridge Cycle Club, Martinsville. Info: 540/632-5931.

* WASHINGTON MOTOCROSS - AMA, Washougal MX Park, Washougal. Info: 541/673-1671.

* WASHINGTON MOTOCROSS - AMA, District 27, Seattle MC, Jolly Rogers Motorway, Kent. Info: 253/756-2187 or http://www.geocities.com/motorcity.

Tues, Oct 6

OHIO HARE SCRAMBLES - CRA, Salem Motorcycle Club Inc., Lisbon. Info: 330/482-2971 or 332-9465.

Oct 9-11

CALIFORNIA JAMBOREE - CORVA Jamboree, Quail Canyon, Hungry Valley SVRA, Gorman. Info: 800/42-CORVA ext. 509.

Fri, Oct 9

* CALIFORNIA MOTOCROSS - K-B Racing Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

Oct 10-11

CALIFORNIA ROAD RIDE - Los Angeles Harley-Davidson & Buell, overnight ride to Borrego Springs Resort. Info: 562/408-6088.

MARYLAND ROAD RACING - Eastern American Road Racing Association, Monrovia Raceway, Frederick. Info: 757/484-4688.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road, Bronson. Info: 419/636-5430.

CALIFORNIA DUAL SPORT - Ridge Runners MC, AMA National Dual Sport, Angels Camp to Carson City Nevada. Info: 408/688-2857.

Sat, Oct 10

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - Saturday Night MX, Starwest Motocross Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

CALIFORNIA MOTOCROSS - CMA, Little Okie, Night Race, Madera. Info: 209/673-8080.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

MICHIGAN MOTOCROSS - MRA, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

* NORTH CAROLINA SUPERCROSS - NAME, Night time Series, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

OHIO MOTOCROSS - AMA, Dirt Country Raceway, Blanchester. Info: 513/625-7350 or 513/625-9987.

* OHIO MOTOCROSS - Malvern Motocross Park, Harding's Park Cycle Night. Info: 330/262-4945.

* PENNSYLVANIA SHORT TRACK - AMA, Trail-Way Speedway, Hanover. Info: 717/359-4310.

* PENNSYLVANIA MOTOCROSS - AMA, Hurricane Hills Sports Center, AHRMA Vintage Motocross and Vet C'Ships, Clifford. Info: 717/222-9290.

* TENNESSEE ARENACROSS - KTMXA, Paris Dirt Trackers, Rnd 5, 8th annual Tennessee State Arenacross Championship Series, Henry County Fairgrounds, Paris. Info: 901/642-3078 or 642-0511.

TEXAS MOTOCROSS - Village Creek Motocross Park, Night Race, Fort Worth. Info: 817/572-7713 or 483-5028.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Floyd County, Willis. Info: 540/789-7260 or 540/789-7640.

Sun, Oct 11

* CALIFORNIA MOTOCROSS - CMC, Sunstar Trans-Cal MX Nationals, Rnd 4, South, Competition Park, San Jacinto. Info: 909/654-2126.

CALIFORNIA MOTOCROSS - CMMC, Rnd 17, Barona Oaks. Info: 760/752-8252.

CALIFORNIA MOTOCROSS - MSR/Yamaha of Modesto GFI Fall Series, Rnd 4, Carnegie Cycle Park, Livermore. Info: 209/656-9682.

CALIFORNIA ROUGH SCRAMBLES - RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

* FLORIDA MOTOCROSS - County Line MX Park, Fountain. Info: 850/769-9505 or 722-7616.

* FLORIDA MOTOCROSS - Unlimited Sports, Motocross of Marion County, Reddick. Info: 352/591-2050 or 591-2377.

* GEORGIA MOTOCROSS - AMA, Dixie MC Sports Inc., Hillbilly Hills MX, Roberta. Info: 912/788-0413.

ILLINOIS MOTORCYCLE SHOW - J&P Promotions, 17th annual Motorcycle Parts Extravaganza and Ride-in Bike Show, Will County Fairgrounds, Peotone. Info: 319/462-6011.

* IOWA MOTOCROSS - MX Kingdom Inc., Des Moines. Info: 515/285-6910.

KENTUCKY HARE SCRAMBLES - Eagle Creek Park, Owenton. Info: 606/472-3442.

KENTUCKY MOTOCROSS - AMA, Bluegrass Sports, Bluegrass Motocross Park, Clay City. Info: 606/744-5916.

* KENTUCKY HARE SCRAMBLES - Mid-South Hare Scrambles Series, Greenville. Info: 615/859-0873 or msws.org.

MICHIGAN MOTOCROSS - MRA, The Milan Grand Prix of Motocross, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600.

MICHIGAN HARE SCRAMBLES - AMA, District 14, Morelands MC, Stanton. Info: 517/234-6631 or http://www.geocities.com/Baja/Canyon/4997

* MISSOURI MOTOCROSS - Missouri State Motocross Ghampionship Series, HLR Motorsports, Moberly. Info: 660/263-4296.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876 or www.vegasmotocross.com.

NEW JERSEY MOTOCROSS - AMA, Normal Semi-Pro Race Day, Old Bridge Township Raceway Park, Englishtown. Info: 732/446-7800.

NEW MEXICO MOTOCROSS - AMA, High Desert Racing Club, Aztec. Info: 970/533-9747 or 505/325-4195.

OHIO MOTOCROSS - Sunset Ramblers, Motorcycle Club of Galion. Info: 419/562-6931.

OHIO CROSS COUNTRY - Racer Productions Inc., Little Beaver, Lisbon. Info: 304/284-0084.

OHIO HARE SCRAMBLES - RARE, Liberty Center. Info: 419/533-4447 or 419/825-2132.

* PENNSYLVANIA MOTOCROSS - AMA, Hurricane Hills Sports Center, 2nd annual Boyesten/Twin Air Youth Nationals, Clifford. Info: 717/222-9290.

* PENNSYLVANIA MOTOCROSS - State Championship, District 5, M&G Racing, Beaver Valley Raceway, Hookstown. Info: 724/693-2880.

* SOUTH CAROLINA MOTOCROSS - Winters Marketing Ultra Series, AMA, Victory Sports Racing, Sand Hill MX, Chesterfield. Info: 423/323-5497 or www.victory-sports.com.

TEXAS CROSS COUNTRY - Texas Cross Country Racing Association, Yamaha and Kawasaki contingency race, Trail Blazers, St. Joe.

TEXAS HARE SCRAMBLES - Texas Championship Hare Scrambles Series, Altair. Info: 409/732-9171.

TEXAS MOTORCYCLE SHOW - The 10th annual Motorcycle Expo, Show, Swap Meet, Arlington Convention Center. Info: 972/216-5520.

TEXAS MOTOCROSS - Texas State Championship MX Series, Rnd 4, Swan Cycle Park, Tyler. Info: 903/882-4215.

* TEXAS SHORT TRACK - Action Promotions, Action Speedway, Grand Saline. Info: 903/768-2415.

* VIRGINIA MOTOCROSS - AMA, District 13, U.S. Eastern Motocross Fall Series, Birch Creek Motorsports Park, Danville. Info: 804/724-4392.

* WASHINGTON MOTOCROSS - Squisher Racing, CMC, Horn Rapids ORV. Info: 509/837-3595.

* WEST VIRGINIA MOTOCROSS - Mom's Mountain Inc., AMA, Mom's Mountain Race Park, Daniels. Info: 304/763-9133.

Oct 16-17

* CALIFORNIA INDOOR MOTOCROSS - On Trac Events, CMC, San Diego Sports Arena, San Diego. Info: 702/267-4392.

Oct 16-18

* TENNESSEE MOTOCROSS - Serious Racewear Mega Series, Suzuki Top Gun Showdown, Victory Sports Racing, Muddy Creek Raceway, Blountville. Info: 423/323-5497 or www.victory-sports.com.

Fri, Oct 16

GEORGIA SUPERCROSS - High Falls Supercross, Night Racing, High Falls. Info: 770/358-6111.

Oct 17-18

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Rnd 10, Rosamond. Info: 805/256-1234.

CALIFORNIA MOTOCROSS - Over The Hill Gang, Southern California National, Hungry Valley MX Park, Hungry Valley. Info: 714/680-8643.

MICHIGAN MOTOCROSS - Baja Acres, Birch Run Road, Millington. Info: 517/871-3356.

NEVADA DUAL SPORT RIDE - AMA National, District 37, Tour N' Trail, Rancho Mesquite Casino/Holiday Inn, Mesquite. Info: 818/890-2209.

NEW MEXICO MOTOCROSS - NMCC and AMA, Motocross at Moriarty. Info: 505/888-7312.

TEXAS MOTOCROSS - Pro Circuit Regional Classic, AMA, Greenville MX Park, Greenville. Info: 903/450-0017.

Sat, Oct 17

CALIFORNIA MOTOCROSS - CMXR Summer/Fall Series, Carlsbad Raceway, Event #6, Series Final. Info: 888/550-MOTO.

* CALIFORNIA MOTOCROSS - Saturday Night MX, Starwest Motocross Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

CALIFORNIA DIRT TRACK - Outlaw Dirt Tracker Club, Barona Speedway, San Diego. Info: 619/427-0979.

* CALIFORNIA SPEEDWAY - San Diego Flat Track Association, AMA, Districts 37 & 38, Temecula Speedway. Info: 619/277-1591.

CALIFORNIA MOTOCROSS - CMA, Little Okie, Night Race, Madera. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - Riverside Old-Timers, Carlsbad Raceway, CMXR, Carlsbad. Info: 714/996-8327.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, District 29, Night Race, East Bend. Info: 336/699-3629.

OHIO MOTOCROSS - AMA, Dirt Country Raceway, Blanchester. Info: 513/625-7350 or 513/625-9987.

OHIO MOTOCROSS - Malvern Motocross Park, Rider Appreciation Night. Info: 330/262-4945.

* TENNESSEE ARENACROSS - KTMXA, Paris Dirt Trackers Inc., Rnd 6, 8th annual Tennessee State Arenacross Championship Series, Jackson/Madison County Fairgrounds, Jackson. Info: 901/642-3078 or 642-0511.

TEXAS MOTOCROSS - Village Creek Motocross Park, Night Race, Fort Worth. Info: 817/572-7713 or 483-5028.

* VIRGINIA ASPHALT HALF MILE - AMA, MARS Langley Speedway, March of Dimes, Hampton. Info: 843/626-9455 or 757/865-1100.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, Elma. Info: 425/745-4010.

Sun, Oct 18

* ARKANSAS HARE SCRAMBLES - AHSC Series, Dirt Bike Mike Promotions, Lost Creek Park, Amity. Info: 870/342-5373 or www.harescramble.com.

CALIFORNIA GRAND PRIX - SRA GP, Carlsbad Raceway, Carlsbad. Info: 714/957-2985.

CALIFORNIA GRAND PRIX - CRC, Combo Series, Gremlin GP, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA SPEEDWAY - San Diego Flat Track Association Inc., Temecula Speedway, Temecula. Info: 619/277-1591.

CALIFORNIA MOTOCROSS - MSR/Yamaha of Modesto GFI Fall Series, Rnd 5, Oatfield Raceway, Turlock. Info: 209/656-9682.

CALIFORNIA ENDURO - AMA, District 37, Training Wheels MC, Charlie's Place, Red Mountain. Info: 714/848-0918.

CALIFORNIA SPEEDWAY - San Diego Flat Track Association, Del Mar. Info: 619/277-1591 or tritt@pacbell.net.

* GEORGIA HARE SCRAMBLES - AMA, SETRA, GMP Promotions, Aonia Pass MX, Washington. Info: 706/678-3737.

INDIANA MOTOCROSS - Steeltown Motocross Park, Dash For Cash, Chrisney. Info: 888/957-RACE or 812/925-8850.

MARYLAND MOTOCROSS - AMA, District 7, Antietam Motorcycle Club, Semi-Pro, Amateur, Hagerstown. Info: 301/797-8686.

NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway MX Park, Ashland. Info: 402/556-5801.

* NEW YORK MOTOCROSS - AMA, Broome-Tioga Sports Center Inc., Binghamton. Info: 607/849-4438.

* NEW YORK MOTOCROSS - Frozen Ocean Motocross Park, WNYSC, Auburn. Info: 315/784-5466 or 784-5517.

* NORTH CAROLINA MOTOCROSS - 5th annual Dirt World Challenge, Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.

OHIO MOTOCROSS - MRA, Final Points Battle, Sandusky Valley Riders MC, Tiffin. Info: 419/927-MOTO or www.racemra.com.

OHIO HARE SCRAMBLES - RARE, Liberty Center. Info: 419/533-4447 or 419/825-2132.

PENNSYLVANIA MOTOCROSS - Racer Productions Inc., District 5 State Championship, Brownsville Luzerne Park, Brownsville. Info: 304/284-0084.

PENNSYLVANIA HARE SCRAMBLES - Racer Productions Inc., District 5, State Championship, Brownsville Luzerne Park, Brownsville. Info: 304/284-0084.

PENNSYLVANIA ROAD RACE - Team Pro-Motion Riders Club, Pocono International Raceway, Long Pond. Info: 888/TEAM916 or www.teampromotion.com.

* VIRGINIA MOTOCROSS - AMA, District 13, U.S. Eastern Motocross Fall Series, Actiontown USA MX Park, Dillwyn. Info: 804/724-4392.

* WASHINGTON MOTOCROSS - AMA, District 27, Seattle MC, Jolly Rogers Motorway, Kent. Info: 253/756-2187 or http://www.geocities.com/motorcity.

* WASHINGTON MOTOCROSS - Squisher Racing, CMC, Horn Rapids ORV. Info: 509/837-3595.

Oct 23-24

* GEORGIA ARENACROSS - AMA, Donny Banks Paradise Off-Road Park, Rnd 2, Central City Park, Macon. Info: 912/475-5711.

Oct -23-25

LOUISIANA SPEEDWAY - Possum Cove International Speedway, Mossbluff. Info: 318/855-2401 or 318/855-1978.

Fri, Oct 23

* CALIFORNIA MOTOCROSS - K-B Racing Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

Oct 24-25

CALIFORNIA POKER RUN - High Desert Charities, Bureau of Land Management, Barstow. Info: 760/252-3093.

CALIFORNIA DUAL SPORT - AMA, District 36, ACT, Mendocino National Forest, Upper Lake. Info: 650/948-9110.

* TENNESSEE MOTOCROSS - Tennessee Fall Motocross Championship Series, Awards Day, Peery's Outdoor MX, Hohenwald. Info: 931/796-2298.

Sat, Oct 24

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - Saturday Night MX, Starwest Motocross Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

* CALIFORNIA FREE STYLE - LXD, Free Ride Motocross Championship, Orange County Fairgrounds, Costa Mesa. Info: 310/589-0733.

CALIFORNIA MOTOCROSS - CMA, Little Okie, Night Race, Madera. Info: 209/673-8080.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, District 29, Night Race, East Bend. Info: 336/699-3629.

OHIO MOTOCROSS - AMA, Dirt Country Raceway, Blanchester. Info: 513/625-7350 or 513/625-9987.

* OHIO MOTOCROSS - AMA, American Motosports Inc., Vinton Motocross Park, McArthur. Info: 740/756-1267.

OREGON BANQUET - Old-Timers of Portland, 15th annual, Holiday Inn, Wilsonville, Portland. Info: 503/232-9253.

* TENNESSEE STADIUM MOTOCROSS - KTMXA, Paris Dirt Trackers Inc., final round, 8th annual Tennessee State Stadium Motocross Championship Series, Henry County Fairgrounds, Paris. Info: 901/642-3078 or 642-0511.

TEXAS MOTOCROSS - Village Creek Motocross Park, Night Race, Fort Worth. Info: 817/572-7713 or 483-5028.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Floyd County, Willis. Info: 540/789-7260 or 540/789-7640.

Sun, Oct 25

CALIFORNIA MOTOCROSS - CRC, Sponsorship Series, Los Angeles County Series, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - GFI Racing, GFI Fall Series Rnd 4, Competition Park, San Jacinto. Info: 909/653-4042.

CALIFORNIA DIRT TRACK - AHRMA, Western Regional Dirt Track Series, Tulare. Info: 818/992-5343.

CALIFORNIA MOTOCROSS - AMP/GFI Parts Unlimited, Yamaha of Modesto Gold Cup Octoberfest Series, Rnd 1, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

CALIFORNIA CYCLE SHOW AND SWAP MEET - Topping Events, Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.

CALIFORNIA ROUGH SCRAMBLES - RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA HARE AND HOUND - AMA National Championship Hare and Hound, 100s MC, Johnson Valley. Info: 909/944-0577.

GEORGIA TRUE GRITS FUN RUN - 1998 Tour de Grit, 16th annual Invitational, Suches. Info: 706/747-5151.

INDIANA CROSS COUNTRY - Racer Productions Inc., Ironman, Crawfordsville. Info: 304/284-0084.

LOUISIANA MOTORCYCLE EXPO - The 10th annual Motorcycle Expo, Show, Swap Meet, Shreveport Convention Hall. Info: 972/216-5520.

MARYLAND TRAIL RIDE - Western Maryland Off-Road Riders, Cliffside Off-Road Park, Rawlings. Info: 301/724-6738.

MICHIGAN HARE SCRAMBLES - AMA, District 14, Morelands MC, Stanton. Info: 517/234-6631 or http://www.geocities.com/Baja/Canyon/4997.

* MISSOURI MOTOCROSS - Missouri State Motocross Championship Series, X-2, Grain Valley. Info: 816/331-6934.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876 or www.vegasmotocross.com.

* NEVADA MOTOCROSS - MX West, Nevada Old Timers, Rnd 3, Fall Series, Fernley International Raceway, Fernley. Info: 702/423-8226 or jaja@oasisol.com.

NEW YORK MOTOCROSS - AMA, District 34, Ace Motocross, Modena. Info: 914/361-4410.

* NORTH CAROLINA MOTOCROSS - AMA, Districts 13 & 29, Double Fall Series, Elizabeth City Motocross Track, Elizabeth City. Info: 757/549-7012 or www.ecmx.com.

OHIO MOTOCROSS - Ironman Grand Prix Motocross, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* OKLAHOMA DIRT TRACK - Total Performance Racers, Tulsa Speedway, Tulsa. Info: 918/836-6999.

* PENNSYLVANIA MOTOCROSS - AMA, Hurricane Hills Sports Center, 16th annual Santich Cycles Group of Motocross, Clifford. Info: 717/222-9290.

* TENNESSEE HARE SCRAMBLES - Mid-South Hare Scrambles Series, Lawrencburg. Info: 615/859-0873 or msws.org.

TEXAS MOTOCROSS - Texas State Championship MX Series, Swan Cycle Park, Tyler. Info: 903/882-4215.

* TEXAS SHORT TRACK - Action Promotions, Action Speedway, Grand Saline. Info: 903/768-2415.

Oct 30-Nov 1

CALIFORNIA JAMBOREEE - CORVA Jamboree, Frank Rains Park, Stanislous County. Info: 800/42-CORVA ext. 501.

Fri, Oct 30

GEORGIA SUPERCROSS - High Falls Supercross, Night Racing, High Falls. Info: 770/358-6111.

Oct 31- Nov 1

CALIFORNIA DUAL SPORT - Team Dual Dogs, Riders of the Round Table Dual Sport Ride, Quail Valley Recreational Village, California Hot Springs. Info: 805/701-1913 or www.dualdogs.com.

* CALIFORNIA GRAND PRIX - District 37, Rnd 6 of Big 6 Grand Prix Series, Prospectors MC, Quail Canyon, Gorman. Info: 310/322-3612 or 562/421-0128.

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Countdown, Kernville 250/Motel 6, Ridgecrest. Info: 818/348-8381.

MICHIGAN MOTOCROSS - Baja Acres, Birch Run Road, Millington. Info: 517/871-3356.

* OHIO HARE SCRAMBLES - Action Sports Promotion, AMA, Championship of the World, Albany. Info: 740/594-6686.

* SOUTH CAROLINA MOTOCROSS - Winters Marketing Ultra Series, AMA, Victory Sports Racing, Camp Coker MX, Society Hill. Info: 423/323-5497 or www.victory-sports.com.

Racing on the Tube

September Broadcasts

All times shown are Eastern. ESPN2, Fox Sports Net and SPEEDVISION listed below.

Networks frequently modify program schedules. Consult your local cable listings to confirm broadcast dates and times. Cycle News is not responsible for errors in scheduling.

Date	Time	Event	Network
9/1/98	3:00 PM	Millville, MN Motocross (R)	ESPN2
9/1/98	7:00 PM	Bike Week - Antique Motorcycle Meet	Speed
9/1/98	9:00 PM	Canadian Superbike C'ship - St. Felician	Speed
9/2/98	3:30 AM	MotoWorld (R)	ESPN2
9/3/98	6:30 PM	MotoWorld	ESPN2
9/6/98	5:30 AM	MotoWorld (R)	ESPN2
9/6/98	3:00 PM	AMA 600 Supersport - Pikes Peak (Same day delay)	Fox
9/6/98	4:00 PM	MotoWorld (R)	ESPN2
9/6/98	4:00 PM	AMA Superbike - Pikes Peak (Live)	Speed
9/6/98	5:00 PM	World Superbike - Assen, Holland (Same day delay)	Fox
9/6/98	5:00 PM	FIM World GP 500 - Imola, Italy (Same day delay)	Speed
9/6/98	6:00 PM	Canadian Biker TV - Connie Mitchell host	Speed
9/6/98	10:00 PM	FIM World Superbike - Assen, Holland (Same day delay)	Speed
9/8/98	7:00 PM	Bike Week - Larry Maiers host	Speed
9/8/98	8:00 PM	AMA Formula Extreme - Pikes Peak	Speed
9/8/98	9:00 PM	FIM World GP 125 - Czech Republic	Speed
9/10/98	6:30 PM	MotoWorld	ESPN2
9/11/98	6:30 PM	MW2 Rev It Up	ESPN2
9/11/98	8:00 PM	FIM World GP 250 - Czech Republic	Speed
9/11/98	9:00 PM	AMA 750 Supersport - Pikes Peak	Speed
9/11/98	10:00 PM	Formula USA MCTV - New Hampshire Int'l Speedway	Speed
9/11/98	10:30 PM	Formula USA MCTV - New Hampshire Int'l Speedway	Speed
9/13/98	1:00 PM	MotoWorld (R)	ESPN2
9/13/98	3:00 PM	AMA Superbike - Pikes Peak (delay)	Fox
9/13/98	6:00 PM	Canadian Biker TV	Speed
9/15/98	7:00 PM	Bike Week - Vintage Canada	Speed
9/15/98	8:00 PM	FIM World Supersport - A-1 Ring, Austria	Speed
9/16/98	3:30 AM	MotoWorld (R)	ESPN2
9/17/98	6:30 PM	MotoWorld	ESPN2
9/17/98	10:30 PM	Binghamton, NY Motocross	ESPN2
9/18/98	2:00 AM	MW2 Rev It Up (R)	ESPN2
9/18/98	6:30 PM	MW2 Rev It Up	ESPN2
9/19/98	7:30 PM	American Thunder - Cruiser Show	Speed
9/20/98	10:00 AM	MotoWorld (R)	ESPN2
9/20/98	5:00 PM	World GP - Catalunya, Spain (Same day delay)	Fox
9/20/98	6:00 PM	Canadian Biker TV	Speed
9/20/98	10:00 PM	FIM World GP 500 - Catalunya, Spain (Same day delay)	Speed
9/22/98	3:00 PM	Binghamton, NY Motocross (R)	ESPN2
9/22/98	7:00 PM	Bike Week - Celebrity Dual Sport	Speed
9/22/98	8:00 PM	FIM World Supersport - Assen, Holland	Speed
9/22/98	9:00 PM	Canadian Superbike C'ship - Shannonville	Speed
9/22/98	10:00 PM	FIM World GP 250 - Imola, Italy	Speed
9/23/98	3:30 AM	MotoWorld (R)	ESPN2
9/24/98	6:30 PM	MotoWorld	ESPN2
9/24/98	10:00 PM	Delmont, PA Motocross	ESPN2
9/25/98	3:30 AM	MW2 Rev It Up (R)	ESPN2
9/25/98	8:00 PM	FIM World GP 125 - Imola, Ittlay	Speed
9/26/98	3:00 AM	Delmont, PA Motocross (R)	ESPN2
9/27/98	2:00 AM	MotoWorld (R)	ESPN2
9/27/98	5:00 PM	FIM World Superbike - Sentul, Indonesia (Same day delay)	Speed
9/27/98	6:00 PM	Canadian Biker TV	Speed
9/29/98	7:00 PM	Bike Week - Steamboat Spgs Vintage Days - Part 1	Speed

AT= American Thunder

If you are unable to get ESPN2, Fox Sports Net, or SPEEDVISION, contact your local cable company.

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

TEXAS MOTOCROSS - Pro Circuit Regional Classic, Semi-Pro, Swan MX, Tyler. Info: 903/882-4215 or 882-7791.

* WASHINGTON GRAND PRIX - Over The Bars Gang, Goldendale. Info: 509/773-4853 or Merland@gorge.net.

Sat, Oct 31

* CALIFORNIA MOTOCROSS - Saturday Night MX, Starwest Motocross Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, District 29, Night Race, East Bend. Info: 336/699-3629.

TEXAS MOTOCROSS - Village Creek Motocross Park, Night Race, Fort Worth. Info: 817/572-7713 or 483-5028.

Sun, Nov 1

CALIFORNIA MOTOCROSS - CRC, Sponsorship Series, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - Phillipsville Motocross, 3170 Hwy. 254, Phillipsville, CA. Info: 707/943-3029.

CALIFORNIA ROUGH SCRAMBLES - RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA MOTOCROSS - AMP/GFI Parts Unlimited/Yamaha of Modesto Gold Cup Octoberfest Series, Rnd 2, Oatfield Raceway, Turlock. Info: 209/656-9682.

* FLORIDA MOTOCROSS - AMA, Hardrock Cycle Park Promotions, District 8 State Championship Series #1, Hardrock Cycle Park, Ocala. Info: 352/732-6697 or http://homepage.usr.com/h/hardrockcp/

* GEORGIA MOTOCROSS - AMA, Trans-MX Series, Rnd 11, GMP Promotions, Aonia Pass MX, Washington. Info: 706/678-3737.

KENTUCKY MOTOCROSS - Bluegrass Sports, Bluegrass Motocross Park, Clay City. Info: 606/744-5916.

* MISSOURI MOTOCROSS - Missouri State Motocross Championship Series, Extreme Park, Merwin. Info: 913/859-9318.

NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway MX Park, Ashland. Info: 402/556-5801.

NEW YORK HARE SCRAMBLES - AMA District 34, Tri-State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/566-4956.

OHIO MOTOCROSS - Ironman Grand Prix Motocross, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* TENNESSEE MOTOCROSS - AMA, Five Oaks Motocross, Sale Creek. Info: 423/332-9092.

* WASHINGTON MOTOCROSS - Squisher Racing, CMC, Horn Rapids ORV. Info: 509/837-3595.

Nov 7-8

CALIFORNIA EURO SCRAMBLES - District 37, Fun Team Racing, Camp Rock Road, Lucerne. Info: 714/879-5529.

NEVADA GRAND PRIX - Jackrabbits MC, MRAN, Beatty. Info: 702/399-7352.

Sat, Nov 7

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, Night Race, District 29, East Bend. Info: 336/699-3629.

OHIO MOTOCROSS - AMA, District 11, Dirt Country Raceway. Info: 513/625-7350 or 513/625-9987.

TEXAS MOTOCROSS - Rider of the Month awards, Village Creek Motocross Park, Night Race, Fort Worth. Info: 817/572-7713 or 483-5028.

Sun, Nov 8

* ALABAMA MOTOCROSS - Chandler Mountain Motocross Park, Pinson. Info: 205/681-8317.

ARIZONA RIDE FOR KIDS - Phoenix International Raceway, Phoenix. Info: 800/253-6530.

CALIFORNIA MOTOCROSS - CRC, Sponsorship Series, Edwards AFB. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - CMA, Central California O'Neal Series, Madera. Info: 2009/673-8080.

CALIFORNIA MOTOCROSS - AMP/GFI Parts Unlimited/Yamaha of Modesto Gold Cup Octoberfest Series, Rnd 3, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

CALIFORNIA MOTOCROSS - Over The Hill Gang Motocross, Glen Helen, REM Track, San Bernardino. Info: 714/680-8643.

CALIFORNIA MOTOCROSS - Riverside Old-Timers, Hungry Valley, SSC, Hungry Valley. Info: 714/996-8327.

* FLORIDA MOTOCROSS - AMA, Hardrock Cycle Park Promotions, District 8 State Championship Series #2, Motocross of Marion County, Reddick. Info: 352/732-6697 or http://homepage.usr.com/h/hardrockcp/

GEORGIA MOTOCROSS - AMA Trans MX Series, Paradise Off-Road Park, Macon. Info: 912/475-5711.

* INDIANA HARE SCRAMBLES - Mid-South Hare Scrambles Series, Lynnville City Park, Lynnville. Info: 615/859-0873 or msws.org.

KENTUCKY HARE SCRAMBLES - Eagle Creek Park, Mason Lane, Owenton. Info: 606/472-3442.

MARYLAND HARE SCRAMBLES - AMA, District 7, Antietam Motorcycle Club, Hagerstown. Info: 301/797-8686.

* NEVADA MOTOCROSS - MX West, Nevada Motocross Development, Rnd 4, Fall Series, Stead MX Track, Fernley. Info: 702/787-7269 or jaja@oasisol.com.

* NORTH CAROLINA MOTOCROSS - 5th annual Dirt World Challenge, Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.

TEXAS HARE SCRAMBLES - Texas Championship Hare Scrambles Series, Rathmann. Info: 409/732-9171.

* TEXAS SHORT TRACK - Action Promotions, Action Speedway, Grand Saline. Info: 903/768-2415.

Nov 13-14

* CALIFORNIA INDOOR MOTOCROSS - Power Cross, On Trac Events, CMC, Cow Palace, San Francisco. Info: 702/267-4392.

Nov 14-15

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Rnd 11, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

TEXAS MOTOCROSS - Pro Circuit Regional Classic, AMA, Village Creek Motocross Park Inc., Fort Worth. Info: 817/572-7713 or 483-5028.

Sat, Nov 14

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA SPEEDWAY - San Diego Flat Track Association Inc., Temecula Speedway, AMA, Districts 37 & 38. Info: 619/277-1591.

Sun, Nov 15

* CALIFORNIA MOTOCROSS - Phillipsville Motocross, 3170 Hwy. 254, Phillipsville, CA. Info: 707/943-3029.

CALIFORNIA FLAT TRACK - San Diego Flat Track Association Inc., Temecula Speedway. Info: 619/277-1591.

CALIFORNIA GRAND PRIX - CRC, Sponsorship Series, Wild Turkey GP, Glen Helen, San Bernardino. Info: 805/272-8889.

CALIFORNIA ROUGH SCRAMBLES - RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA MOTOCROSS - CMA, Central California O'Neal Series, Madera. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - AMP/GFI Parts Unlimited/Yamaha of Modesto Gold Cup Octoberfest Series, Rnd 4, Carnegie Cycle Park, Livermore. Info: 209/656-9682.

* FLORIDA MOTOCROSS - AMA, Hardrock Cycle Park Promotions, District 8 State C'Ship Series #3, Dade City Raceway, Dade City. Info: 352/732-6697 or http://homepage.usr.com/h/hardrockcp/

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876 or www.vegasmotocross.com.

OHIO HARE SCRAMBLES - Sunset Ramblers, Motorcycle Club of Galion. Info: 419/562-6931.

PENNSYLVANIA MOTORCYCLE SHOW - J&P Promotions, 3rd annual Motorcycle parts Extravaganza, east and west wings of Memorial Hall, York Fairgrounds, York. Info: 319/462-6011.

* VIRGINIA MOTOCROSS - AMA, District 13, Birch Creek Motosports Park, Danville. Info: 804/724-4392.

Nov 20-22

* NEVADA INDOOR MOTOCROSS - Power Cross, On Trac Events, CMC, Reno Livestock Events Center, Reno. Info: 702/267-4392.

Sat, Nov 21

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

* TENNESSEE HARE SCRAMBLES - Mid-South Hare Scrambles Series, Hohenwald. Info: 615/859-0873 or msws.org.

NEVADA HARE SCRAMBLES - MRAN, Alamo. Info: 702/725-3451.

Sun, Nov 22

ALABAMA MOTOCROSS - Chandler Mountain Motocross Park, Pinson. Info: 205/681-8317.

CALIFORNIA GRAND PRIX - SRA GP, Glen Helen, San Bernardino. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - CRC, Sponsorship Series, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA DUAL SPORT - Team Dual Dogs/KTM Galpin Ford California Dual Sports Series, Newhall. Info: 818/701-1913.

CALIFORNIA CYCLE SHOW AND SWAP MEET - Topping Events, Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.

CALIFORNIA ROUGH SCRAMBLES - RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA MOTOCROSS - CMA, Central California O'Neal Series, Madera. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - AMP/GFI Parts Unlimited/Yamaha of Modesto Gold Cup Octoberfest Series, Rnd 5, Oatfield Raceway, Turlock. Info: 209/656-9682.

* NORTH CAROLINA MOTOCROSS - 5th annual Dirt World Challenge, Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.

* TEXAS SHORT TRACK - Action Promotions, Action Speedway, Grand Saline. Info: 903/768-2415.

* VIRGINIA MOTOCROSS - AMA, District 13, Actiontown USA MX Park, Dillwyn. Info: 804/724-4392.

Nov 27-28

CALIFORNIA DUAL SPORT RIDE - AMA National, District 37, LA to Barstow to Las Vegas, Mountain Motorsports, Ontario. Info: 818/249-2141.

Thur, Nov 27

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, Elma. Info: 425/745-4010.

Nov 28-29

UTAH MOTOCROSS - ZMA, St. George Motorcycle Club, St. George Raceway. Info: 435/673-0368.

Sat, Nov 28

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441.

LOUISIANA SPEEDWAY - Possum Cove International Speedway, Mossbluff. Info: 318/855-2401 or 318/855-1978.

Sun, Nov 29

CALIFORNIA MOTOCROSS - CRC, Trophy Series, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA ROUGH SCRAMBLES - RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA MOTOCROSS - CMA, Central California O'Neal Series, Madera. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - GFI Racing, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

* FLORIDA MOTOCROSS - AMA, Hardrock Cycle Park Promotions, District 8 State Championship Series #4, North Florida Raceway, Hillard. Info: 352/732-6697 or http://homepage.usr.com/h/hardrockcp/

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876 or www.vegasmotocross.com.

* NORTH CAROLINA MOTOCROSS - AMA, Dixieland Motorsports, Elizabeth City Motocross, Winter Series, Dixieland Motorsports Complex, Elizabeth City. Info: 757/549-7012.

Dec 4-6

CALIFORNIA MOTORCYCLE SHOW - Cycle World, International Motorcycle Show, Advanstar Expositions, Long Beach Convention Center, Long Beach. Info: 800/331-5706 or www.MVGonline.com.

Dec 5-6

* FLORIDA ROAD RACE - CCS, Homestead Motorsports Complex, Homestead. Info: 561/793-3394.

Sat, Dec 5

FLORIDA DIRT TRACK - Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

Sun, Dec 6

CALIFORNIA MOTOCROSS - CRC, Trophy Series, Edwards AFB. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - CMA, Central California O'Neal Series, Madera. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - GFI Racing, Oatfield Raceway, Turlock. Info: 209/656-9682.

* FLORIDA MOTOCROSS - AMA/Hardrock Cycle Park Promotions/District 8 State Championship Series, Rnd 5, Sunstate Raceway, Bradenton. Info: 352/732-6697 or http://homepage.usr.com/h/hardrockcp/.

KENTUCKY HARE SCRAMBLES - Eagle Creek Park, Mason Lane, Owenton. Info: 606/472-3442.

* KENTUCKY HARE SCRAMBLES - Mid-South Hare Scrambles Series, Fordsville. Info: 615/859-0873 or msws.org.

* MEXICO MOTOCROSS - LaPlaya Motocross Grand Prix, Too Much Fun Promotions, Cantamar Sand Dunes, Rosarito Beach, BC, Mexico. Info: 011/52-661-22525.

* NEVADA MOTOCROSS - MX West, Reno OTHG, Rnd 5, Fall Series, Fernley International Raceway, Fernley. Info: 702/356-6043 or jaja@oasisol.com.

* NORTH CAROLINA MOTOCROSS - AMA, Dixieland Motorsports, Elizabeth City MX, Dixieland Motorsports Complex, Elizabeth City. Info: 757/549-7012 or www.ecmx.com.

* NORTH CAROLINA MOTOCROSS - 5th annual Dirt World Challenge, Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.

OHIO HARE SCRAMBLES - Sunset Ramblers, Motorcycle Club of Galion. Info: 419/562-6931.

TEXAS HARE SCRAMBLES - Texas Championship Hare Scrambles Series, Fort Hood. Info: 409/732-9171.

Dec 11-13

CALIFORNIA MOTORCYCLE SHOW - Cycle World, International Motorcycle Show, Advanstar Expositions, San Mateo County Expo Center, San Mateo. Info: 800/331-5706 or www.mvgonline.com.

Sat, Dec 12

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441.

Sun, Dec 13

* CALIFORNIA GRAND PRIX - CRC, Trophy Series, Merry Christmas GP, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTORCYCLE SWAPMEET - The Shop, Ventura County Fairgrounds, Agricultural Building, Ventura. Info: 805/650-6777.

CALIFORNIA MOTOCROSS - CMA, Central California O'Neal Series, Madera. Info: 209/673-8080.

* FLORIDA MOTOCROSS - AMA, Hardrock Cycle Park Promotions, District 8 State Championship Series, Rnd 6, Gatorback Raceway, Gainesville. Info: 352/732-6697 or http://homepage.usr.com/h/hardrockcp/.

* ILLINOIS HARE SCRAMBLES - Mid-South Hare Scrambles Series, Jonesboro. Info: 615/859-0873 or msws.org.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876 or www.vegasmotocross.com.

* NEVADA MOTOCROSS - MX West, Nevada Old-Timers, Rnd 6, Fall Series, Fernley International Raceway, Fernley. Info: 702/423-8226 or jaja@oasisol.com.

Dec 19-20

CALIFORNIA ROAD RACE - WSMC, Willow Springs International Raceway, Rnd 12, Rosamond. Info: 805/256-1234.

UTAH MOTOCROSS - Zion Motocross Association, STGMX, St. George Raceway. Info: 435/673-0368.

Sat, Dec 19

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441.

FLORIDA DIRT TRACK - Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

Sun, Dec 20

* FLORIDA MOTOCROSS - AMA, Hardrock Cycle Park Promotions, District 8 State Championship Series, Rnd 7, Orange County Raceway, Orlando. Info: 352/732-6697 or http://homepage.usr.com/h/hardrockcp/.

Sun, Dec 27

* FLORIDA MOTOCROSS - AMA, Hardrock Cycle Park Promotions, District 8 State Championship Series, Rnd 8, Hardrock Cycle Park, Ocala. Info: 352/732-6697 or http://homepage.usr.com/h/hardrockcp/.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 5084, Costa Mesa, CA 92628-5084. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Website Address/URL: _____

Your name: _____

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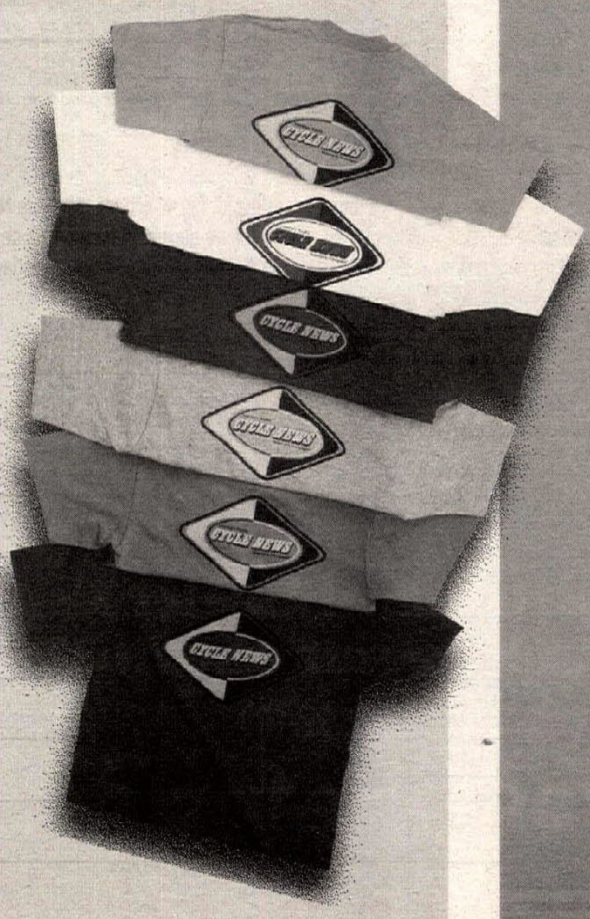

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WANT ADS

HELP WANTED

Motorcycle Technician
Busy large established Suzuki dealership needs experienced technician. Must be clean and organized. Excellent pay and benefits. Fax resume (949)645-3251 or call Tarek (714)646-2428. CA

Sales/Technical
Come join the high performance leaders. Yoshimura R&D currently has full time positions available in the sales and technical departments. The ideal candidates must have extensive motorcycle knowledge, prior phone sales and customer service experience. Yoshimura offers competitive pay, medical insurance, paid vacation and more. Qualified applicants should submit a resume by mail to: Yoshimura R&D, 4555 Carter Court, Chino, CA, 91710 or fax to (909)591-2198, Attn: Walter Wells.

Technician Wanted
Corona Honda Kawasaki is looking for an experienced technican for m/c and pwc. Paid vacation and 5 day work week. Call Gus at (909)735-2030 or fax resume to (909)735-0206. CA

Have A Passion For Motorcycles?
Due to rapid expansion,Cycle Gear, America's largest and fastest growing motorcycle accessory store chain has several part, full and management positions available in the S.F., East Bay, South Bay, Peninsula and Sacramento areas. We offer full benefits, FREE company stock, excellent compensation and a fun and exciting atmosphere. Experience not necessary, a positive attitude is. Stop going to work, and start having fun while you make money! Contact Paul Flores at: (707)747-5053 ext 16. CA

Service Manager/Mechanics
Established Southern California multi line dealership servicing Honda, Kawasaki and Polaris, is currently seeking an experienced Service Manager and Mechanics. Contact Jon Z. at Temple City PowerSports (626)287-6167 or fax resume to (626)287-5449. CA

Experienced BMW Technician
for authorized dealer. Benefits, 401K and training available. (888)426-2697 or fax resume (813)787-8727. FL

Parts Manager
HD, Buell, BMW dealership needs a Parts Manager who has management skills as well as Lightspeed computer knowledge. Located in No. IL. Fax resume to Mark @ (815)332-7125. IL

HONDA/DUCATI MOTORCYCLE technician needed. Top pay, openings available immediately, ask for Ted (972)238-7148. Dallas, TX

#1 Tech = Big $ $
If you like what you do and making money too. We want you! Must be excellent watercraft/mc technician. Must be a team player and drug free. Attn: Jeff, Del Amo Motorsports, Phone (310)372-8891, Fax (310)379-2730. CA.

Inside Sales
Indiana based manufacturer has an opening for a motivated Inside Salesperson. The position involves selling to domestic and international distributors and dealers. Moderate travel is required. The successful candidate will have a technical and/or racing background. Consultative selling, communication, organizational and computer skills are required. We offer a competitive wage and benefit package. Please send a cover letter and resume to Division B, P. O. Box 5084, Costa Mesa, CA, 92628-5084. IN

Service Tech Wanted
Kawasaki, Honda, Yamaha dealer needs year round, full time technician. Five day work week. Nice air conditioned shop. North Central Texas. Call John or Al (800)777-0214 or fax resume (915)676-8612. TX

Service Technicians
Large multiple franchise dealer in Northern Virginia needs experienced technicians. We have two locations that offer excellent opportunities for the right individual. If you are interested in relocating to our area and have experience in the Powersport Industry, call today. Excellent pay, benefits and relocation assistance. Ask about our four day work week. Coleman PowerSport (703)237-3400 or (800)888-3619. Kim Harrison. VA

Accessory Manager
Large volume, multiline dealership seeking quality individual. Must have strong management skills and aggressive department and personal goals. Top pay opportunity for true professional. Benefits, cafeteria plan. Tues-Sat. Fax resume and pay history to Cycle Sports of Salem, attention Dave @ (503)390-8327. OR

Promotions Manager
Leading sport eyewear company seeking professional, hard working individual to fill Promotions Manager position for Power Sports Division. Position will oversee all promotional and athlete endorsement programs and provide support for distributor/dealer promotions. Individual should have minimum 3 years MX marketing promotions experience or a related industry background; willing to travel extensively; be an organized, self starter with ability to work in team atmosphere; strong verbal and written communication skills; proficient PC computer skills and a desire to live in a small winter/summer resort community. Send resume to Smith Sport Optics, Inc., P. O. Box 2999, Ketchum, ID, 83340 attention Marketing Promotions Position/Power Sports. All inquiries will be held strictly confidential.

Lockhart-Phillips USA
Located in South Orange County, CA., seeks self motivated team players for the following positions: SALES MANAGER—Seeking an experienced sales manager responsible for managing our team of inside and outside sales reps and foreign sales. Applicant must have both sales and management experience in the motorsport industry. SALES AND CUSTOMER SERVICE REPRESENTATIVES—to service dealerships and process orders. Proven customer service skills and sales background necessary. Applicant must have basic computer skills and knowledge of sportbikes. JOIN OUR WINNING TEAM! Please fax resume and salary history to: (949)498-1594 or call (800)221-7291 (EOE) CA

Atlanta Area Technicians Wanted
Motosports Honda, Jonesboro and Motosports Kawasaki Suzuki Sea-Doo, Conyers are looking for experienced technicians. We offer full benefits, paid holidays, two-day weekends and unsurpassed opportunity for growth with two locations. Contact Jeff Roberts or Rod Stuckey at (770)761-9040 or fax resume to (770)761-1217. GA

Major Expansion
Personnel for all departments. We are undertaking a major expansion of our business and have the need for additional people who will take pride in their work and expect to be paid accordingly. We are looking for Vehicle Sales, Parts Counter, General Merchandise and Service (all positions in service-Service Manager, experienced and/or starting technicians). Hourly pay plus commissions with many benefits. Vacations, 401K, insurance, bonus, etc. We are a large multi line dealer with year around work and pay. Located in the SE near the Great Smoky Mts. National Park with its 10 million visitors a year. Interested? Let's talk. Knoxville Harley Davidson, Honda, Yamaha, Buell, 5800 Clinton Hwy, Knoxville, TN 37912. (423)689-2454 or (800)637-6386. TN

Crankshaft/Engine Builder
Powroll Inc. has an apprentice position in our crank/engine building department. Candidate will be familiar with machining and press together assemblies. Knowledge of motorcycle and ATV engines a plus. Mail or fax resume to: Powroll Inc., Attention T. Walton, P. O. Box 920, Redmond, OR 97756. Fax (541)923-5637.

Office Dynamo
RPM's cylinder plating/big bore company is seeking an office dynamo! Dealership experience helpful. Shipping/receiving/scheduling or computer (Quickbooks, Excel, Word, etc) experience also desired. Good phone skills a must! $1,500-$2,000/mo salary based on qualifications. More if you have exceptional skills/attitude/experience and performance. Call Rick Peterson at (626)967-3052 Covina, CA.

The Whittier Fun Center
Seeking quality salesperson to join our sales team. We will help with relocation expenses for the right individual. Fantastic pay plan, great opportunity, full time applicant need apply. Apply in person or contact Sales Manager Jim H for an appointment. 14043 E. Whittier Blvd, Whittier, CA, 90605. (562)945-3494. CA

X-Racer Preferred
Small Colorado dealership looking for experienced motorcycle and ATV mechanic. Snowmobile mechanical knowledge a plus but will train. Good clean living and the best riding in the country! Great pay and benefits to the right person. Fax resume and references to (970)641-3162. CO

BMW Technician Wanted
Southern California dealership. Join our family and work with the best. We are BMW only and offer vacation and medical plan. Call and talk to Gary or e-mail or fax resume. Fax at (805)644-6849. or1100@jetlink.net (805)644-7159. CA

THE NATIONAL OFF-HIGHWAY Vehicle Conservation Council is seeking field representatives to sell unique, exclusive line of USAmade high quality backpacks, fannypacks, hydration products and high performance offroad and dualsport accessories. NOHVCC is looking for representatives interested in enhancing OHV recreation by promoting the NOHVCC mission of "creating a positive future for off-highway vehicle recreation" while earning good commissions for the product lines. Many US territories available. Fax resume to Russ Ehnes at (406)454-9142 or mail to NOHVCC, 213 4th St. SW, Great Falls, MT, 59404. Calls welcome at (406)454-9190. MT

Ready For Advancement?
Top pay for knowledgeable, dealership driven, motivated performers. Two dealerships moving into new locations that are three times bigger. Opportunity to add additional key staff and management. Benefits, cafeteria plan. Tues-Sat. Fax resume and pay history to Cycle Sports of Salem, attention Dave @ (503)390-8327. OR

Mid South's Newest Dealer Opening
November, 1998. All positions available, benefits, great earning potential. Mail resume to: Harley-Davidson of DeSoto County, PO Box 928, Southaven, MS, 38671.

Parts Person
Looking for qualified Parts Counter Person - Full Time. Upscale Honda Suzuki HRC dealership wants dependable hard working employee who is a team player. Medical benefits included. Call (805)371-3000, Ask for Peter or Fax (805)379-1882 or email tohonda1@gte.net CA.

Cycles Of Palm Beach
offers career opportunity to experienced motorcycle and watercraft technicians. High volume multi line dealer in warm and sunny South Florida offers air conditioned service department, excellent earnings and benefits. If you are honest, dependable and do quality work, we need to hear from you. Fax resume to (561)683-1877. FL

Experienced Technician
Wanted Harley Davidson technician(s) for new Harley Davidson dealership in the upper east Tennessee tri-city area. Pay commensurate with experience. Fax resume to (423)323-3204 or mail to SBHD, P.O. Box 106, Blountville, TN 37617.

Sales Technician
Performance Machine, Inc. is looking for motivated and knowledgeable phone service technicians to join our sales team. Put your years of riding and bench racing to use working for a company that manufactures the best wheels and brakes in the motorcycle industry. Be a part of our winning team. We need your motorcycle knowledge! This position is full time, Monday through Friday, with a full benefits package, Mail or fax resume to our beautiful new facility, 6892 Marlin Circle, La Palma, CA 90623 Attn: Human Resource. Fax (714)523-3007 or call our Employment line (714)228-8480. CA

BUSINESS OPPORTUNITIES

Office Space For Lease
Beautiful 10 office suite. 2,250 sq. ft., restroom with showers, new carpet and paint, quiet location. Move in today at $1.05 gross - Costa Mesa, CA. Call John Bucher (714)833-2909 for appointment. CA.

Industrial Building For Sale
COMPLETELY REMODELED 4,000 sq. ft. industrial building in Long Beach, new roof, new carpet, new paint, new everything! 1,000 feet of office, 3,000 feet of warehouse, 2 roll-ups, loading dock on alley, ADA approved, offered at $260,000 or $65/foot. Call Dennis Ingram at 310-538-9620. CA

Franchised Dealership
Eastern MA dealer, 20 year history, turnkey operation. Serious inquires only. (508)947-1217 days or (508)477-1972 evenings. MA

Motorcycle Dealership For Sale
Established major multi/franchise in Western Washington. Seller retiring. $MoneyMaker$. Rare opportunity in Booming Northwest! Tony (425)462-5603. WA

GMD Computrack-Atlanta
Is seeking to expand in the Texas area. Applicants must have an existing business in the motorcycle industry. Rental program available. Call Kent Soignier at (404)297-8464 9AM to 6PM. GA

Bike Rental In Caribbean
Profitable and fun. Includes bikes, tools and truck. Located on beautiful Dive Resort Island. $29,000 email first. dairydelight@hotmail.com (505)983-2392. CA

Colorado Gold!
Well established multi-line Powersports dealership available. Year round business, $500,000 sales, only $775,000 price. Call Front Range Business, Inc. (303)499-6008. CO

Honda, Triumph, Suzuki Dealership
Working partner wanted for expansion. West Los Angeles, near LAX, $5+ million gross. Call Larry at (310)677-5800. CA

COLLECTORS

1960 BSA Catalina Scrambler
100% restored by Denny Berg with 10 miles since restoration $12,000. (714)692-3404 ext 216 CA

1963 HONDA TRAIL 55 $75. 1963 Honda C102 50cc, excellent condition $400. 1971 Honda CB750, basket case with running engine $300. 1973 Honda CB750, stock, good condition $700. 1975 Honda Gold Wing $200. (626)799-7098. CA

1966 TRIUMPH TT SPECIAL, titled, street legal, Mikunis, original carburetors, etc. $5,200. stevetepper@att.net Message (301)262-1037. MD

87 CAGIVA ELEFANT, 650cc, good condition, new chain and front sprocket. $2,500 OBO (562)984-8014. CA

AERMACCHI ROAD RACE FRONT FORKS clip-ons $250. (407)277-1031. FL

Dirtbike Sale
All pre 74 European classics. Most is restored, Bultaco, CZ, DKW, Monark, Rickman, Zundapp, Hod and Husky. 1966 Benelli 250 RR. 1966 Honda 160 RR. Two tractor trailers full of parts and bikes, street/dirt. NOS inventory. 25 restored gas tanks. (219)269-3602. IN

Vintage Iron World Championships
Ironmen of Motocross Banquet. www.vintageiron.com (209)252-9053. CA

Kawasaki W-1 W-2 Parts
NOS parts for 650 W-1 W-2, many hard to find kawparts@aol.com (609)859-4161. NJ

Vintage Iron Moving Sale 10/26!!
One day only deals, 4774 E. Carmen, Fresno, CA (209)252-9053.

NINE CAN-AMS, three Carabellas, five Puchs 1971-78 $300-$1,000ea. (760)744-8052. CA

74 Triumph Turbo Trident
Restore for much fun $1,950 and worth it. (800)717-7495. VA

Vintage Maico Collection
Too many to list, NOS, send SASE to P.O. Box 2098, Minden, NV, 89423 for list of parts and bikes available.

74 Honda 750 Chopper
Unfinished easy project. Rigid custom frame, tall dagger, sissy back, Fine queen seat $1,600. (800)717-7495. VA

GENERAL MERCHANDISE

DR350 Plastic Tank
$100.Complete front wheel.Two stock airboxes. Jug/piston, low hours. Caliper. (949)221-4409. CA.

Yamaha R1
1,000 miles (352)373-9791. FL

CBR945RR By Performance Cycle
147hp at rear wheel, documented on our dyno, Keihin FCR, Cosworth, Falicon, Pankl Ti rods, V&H Powerpak, Undercut, Erion cams, o/s valves, Brembo ft brakes, Ohlins damper and shock, Race Tech forks, shift light, too many goodies to list. Over $42k invested, asking $25k. Consider serious offers (303)744-2011. See it at http://home.mho.net/roostn CO

Iveco Euro Turbo Diesel
14ft box, PS, PB, A/C, living quarters, 110/12v wiring, fresh water, underbody boxes, hauls 3-4 bikes, fresh tires, paint, 13mpg (410)399-4108. MD

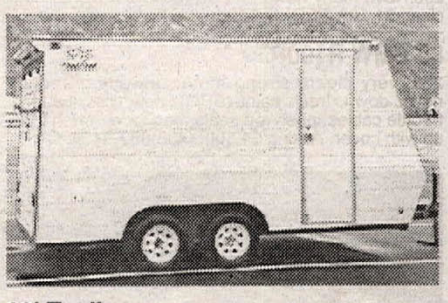
Moriwaki Honda
1992 MH80R, fresh CR80 motor, 17" wheels, aluminum gas tank, clean and fast, lots of spares. $1,500 or 2 for $2,500. 1991 RGV250 Ohio title. All stock and mint $4,100. (740)345-9281. OH

89 RC30
15,000km, excellent condition, never raced, will deliver western USA. $8,500US. (604)930-0878. BC

1976 250 ASTRO, 99% original, matching numbers $2,900. (518)374-8641 evenings or (518)355-8835 days. NY

Harley Collectors
1981 Harley FXWG Wideglide. Absolutely factory original. Untouched, 1,500 miles, one owner, factory flame tank. $14,500 (904)734-6026. FL

Knight Yamaha Dirt Tracker
1982 YZ250, Marzocchis, WP shock, Barnes rear, spool front, Goodyear Eagles $1,700. Jawa twin cam, good speedway starter bike $900. (503)681-3333 or (503)693-9260, reillyb@tdd.hbo.hec.com OR



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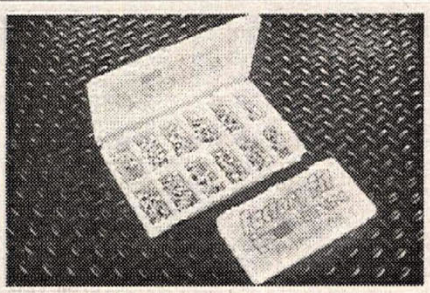

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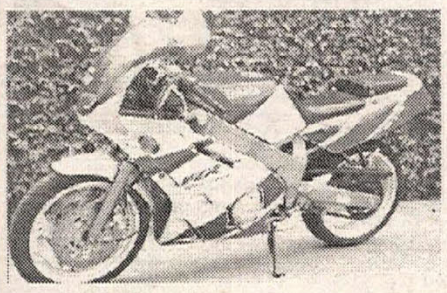

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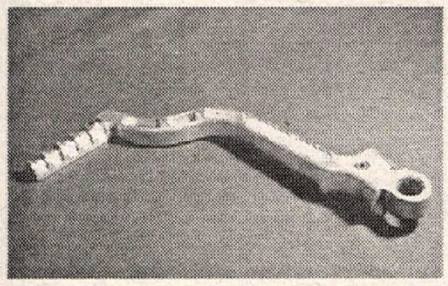

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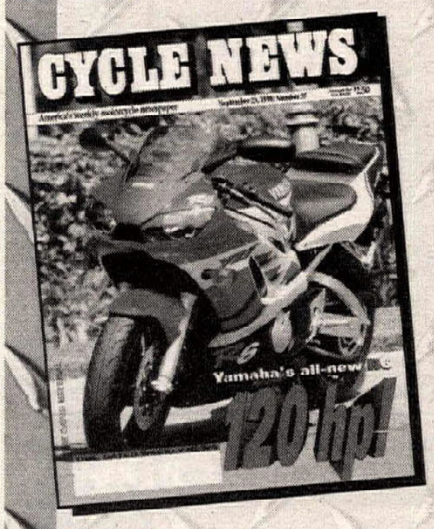

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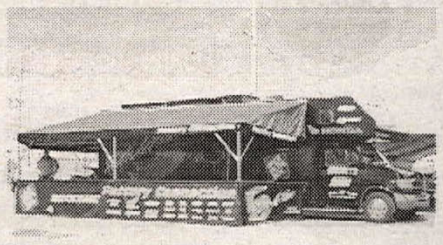

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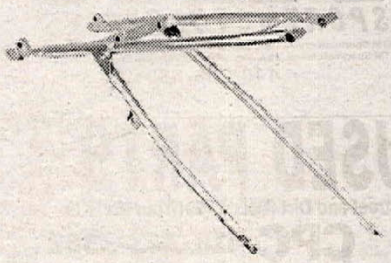

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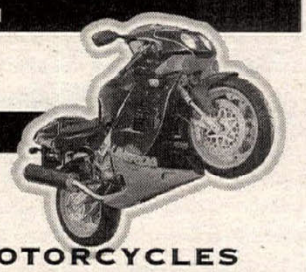

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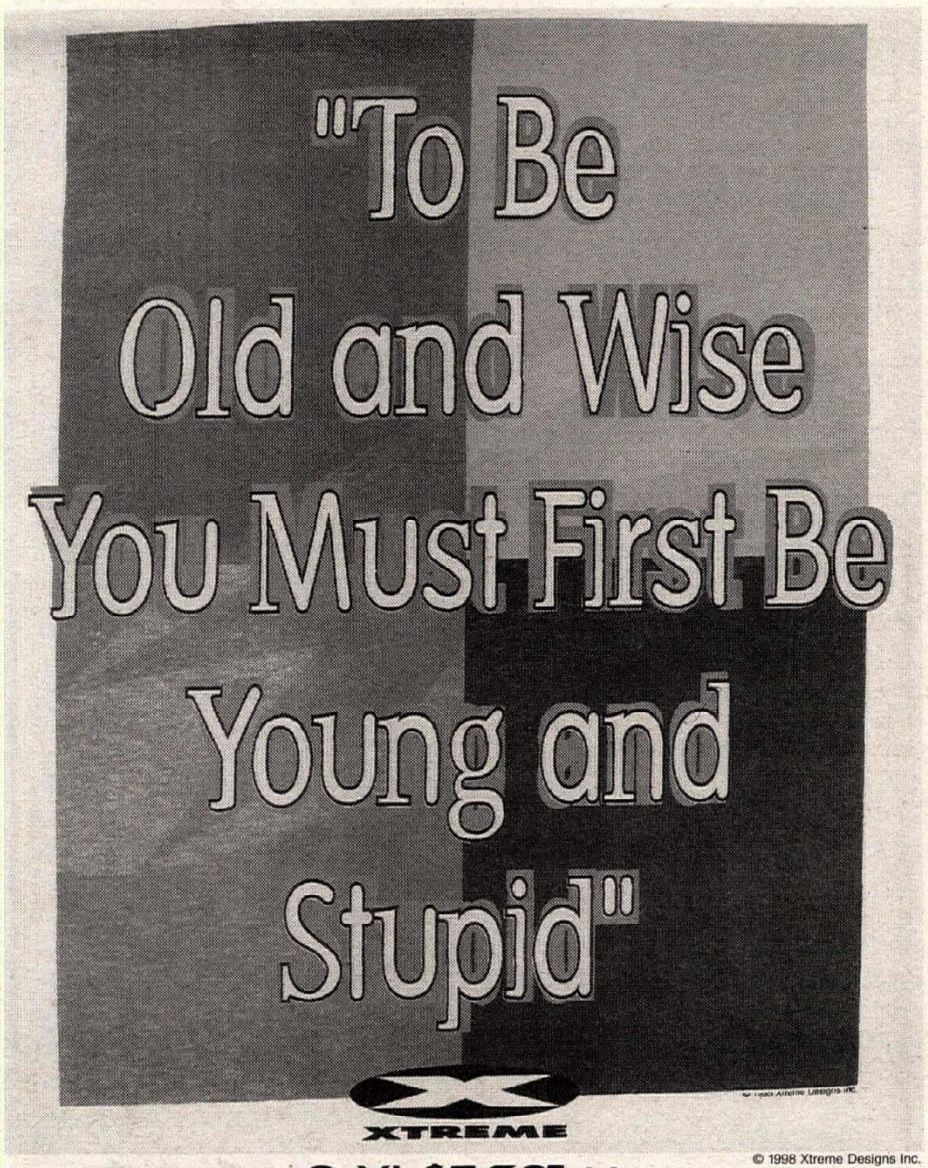

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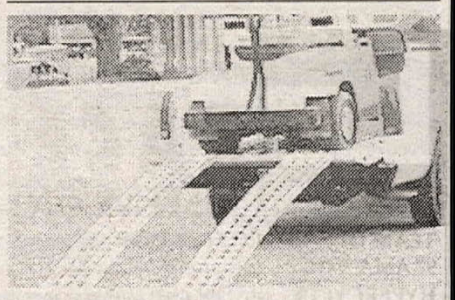

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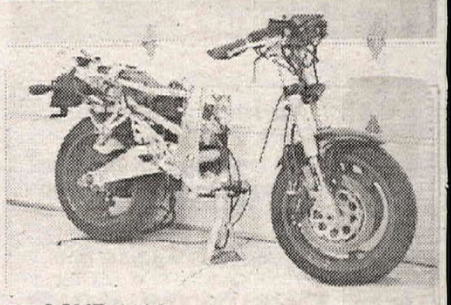

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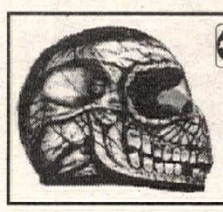

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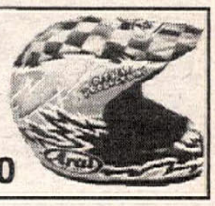

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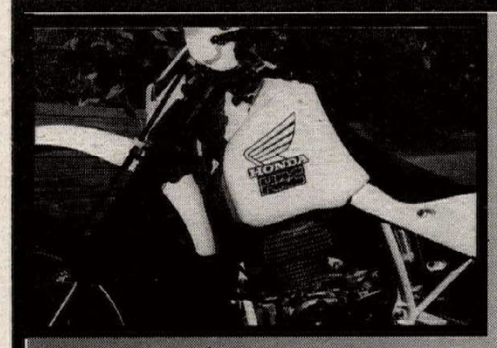

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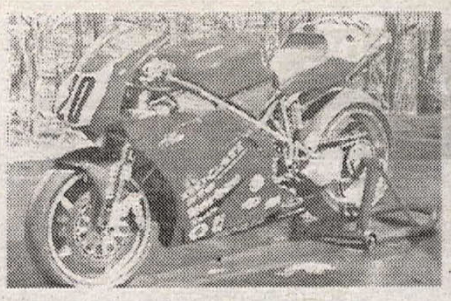

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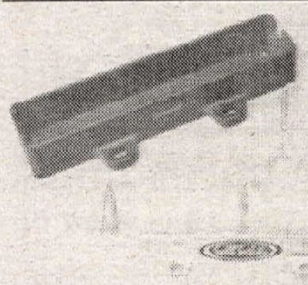

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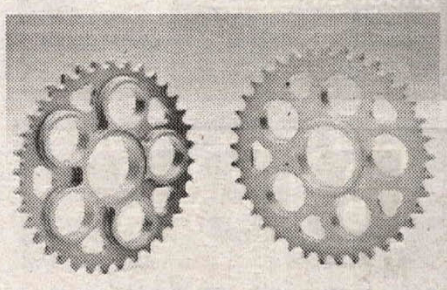

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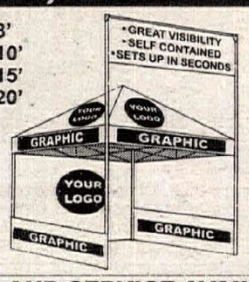

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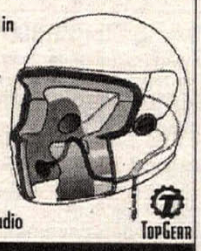
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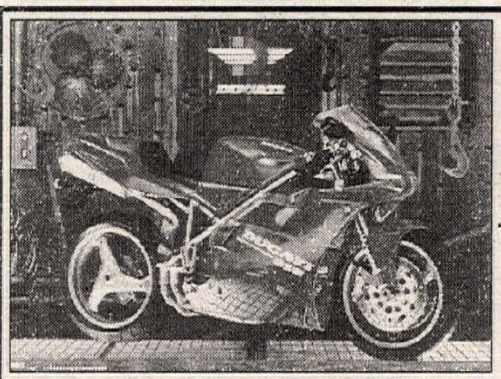
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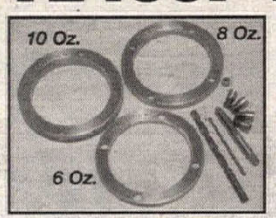

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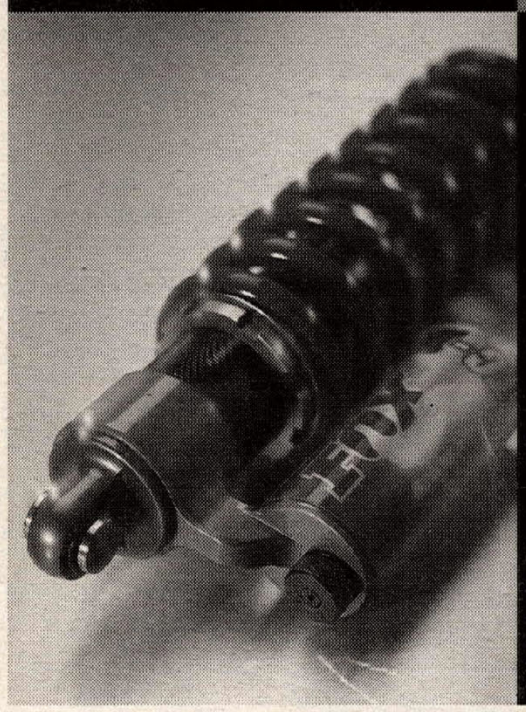

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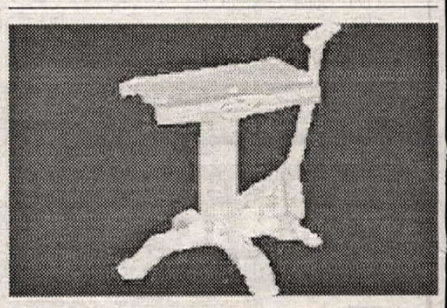

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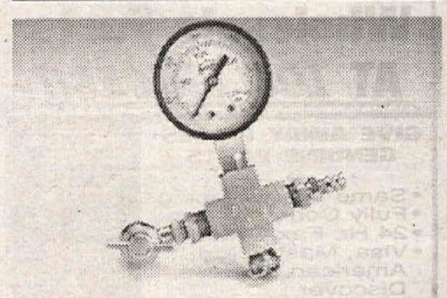

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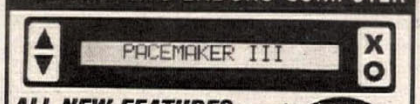

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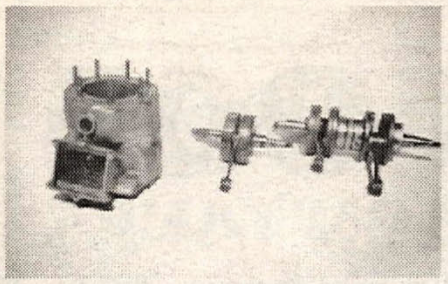

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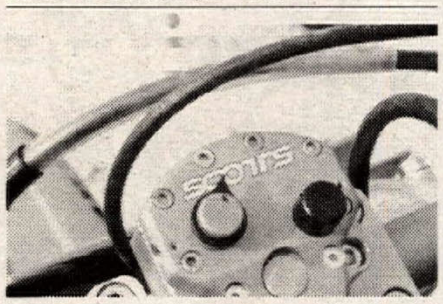

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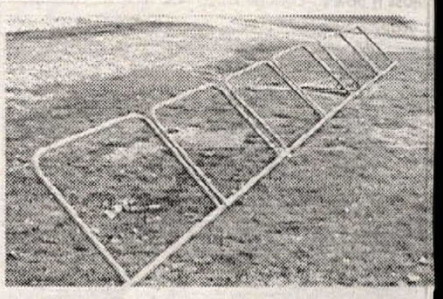

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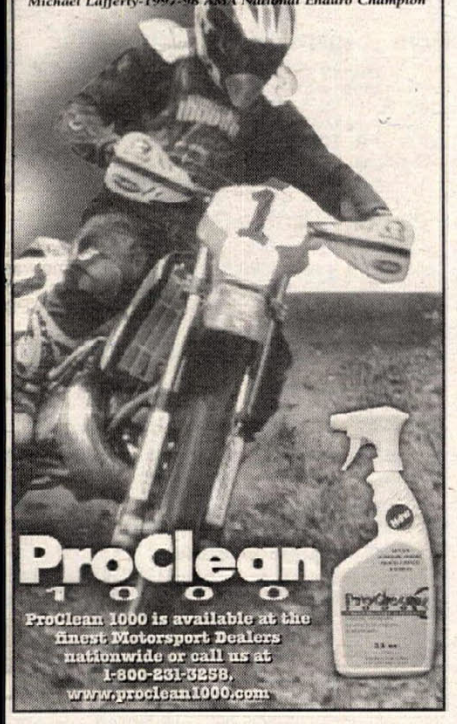

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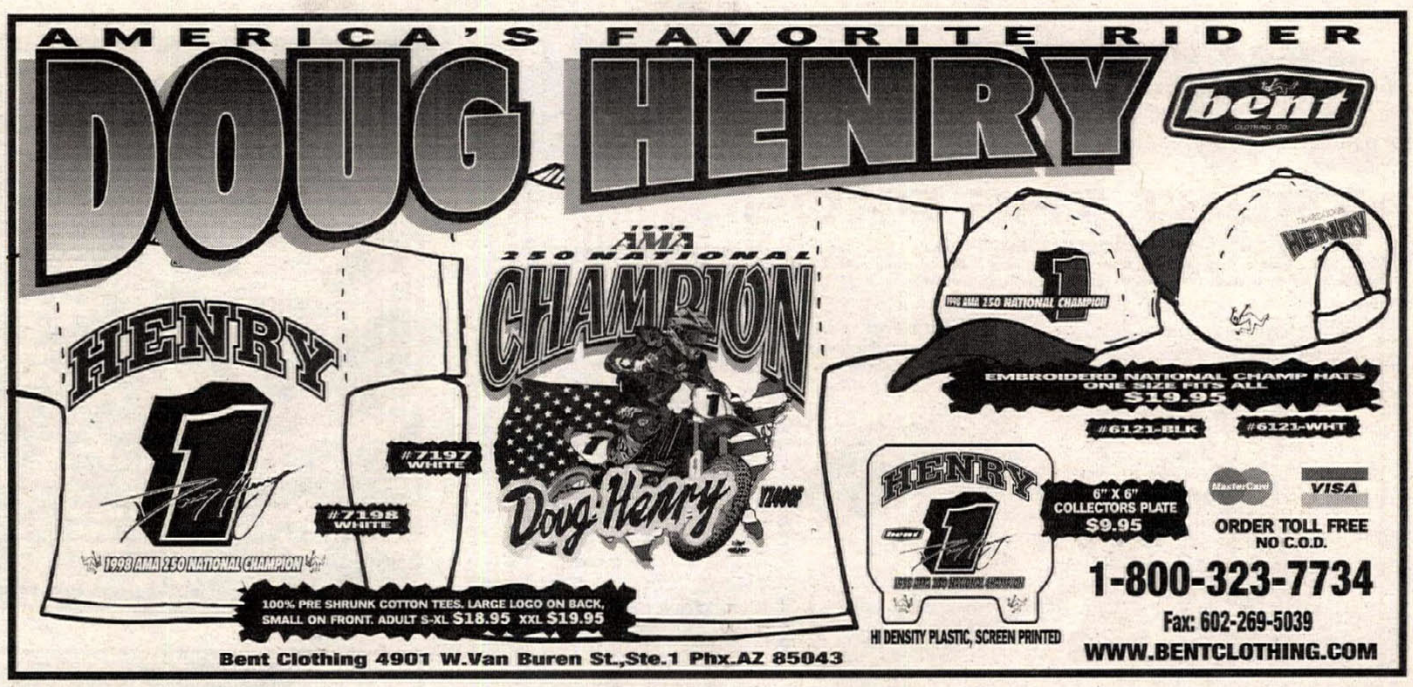

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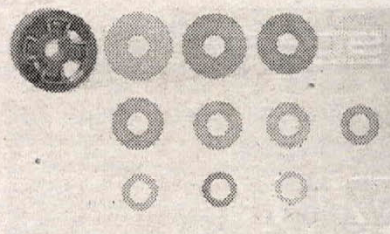

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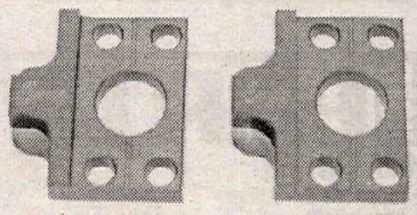

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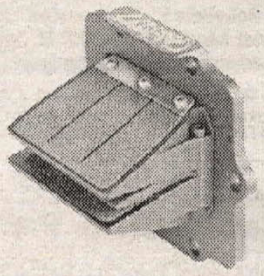

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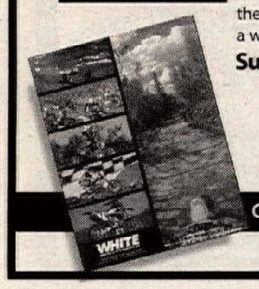

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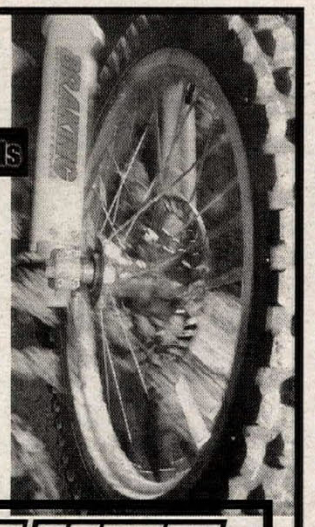

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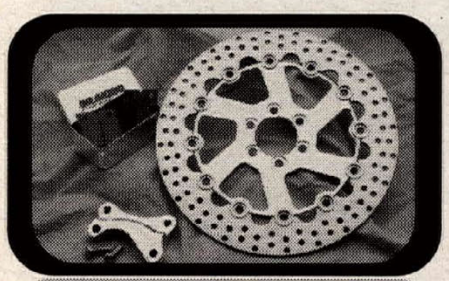

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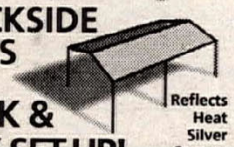

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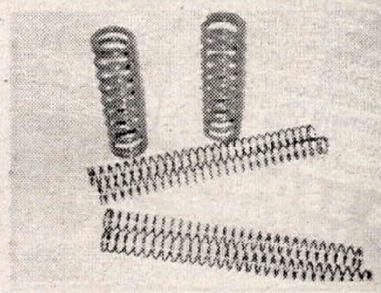

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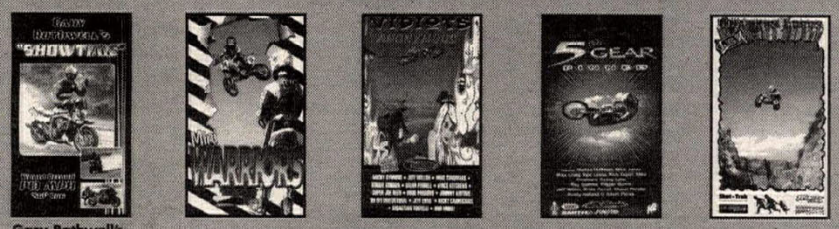
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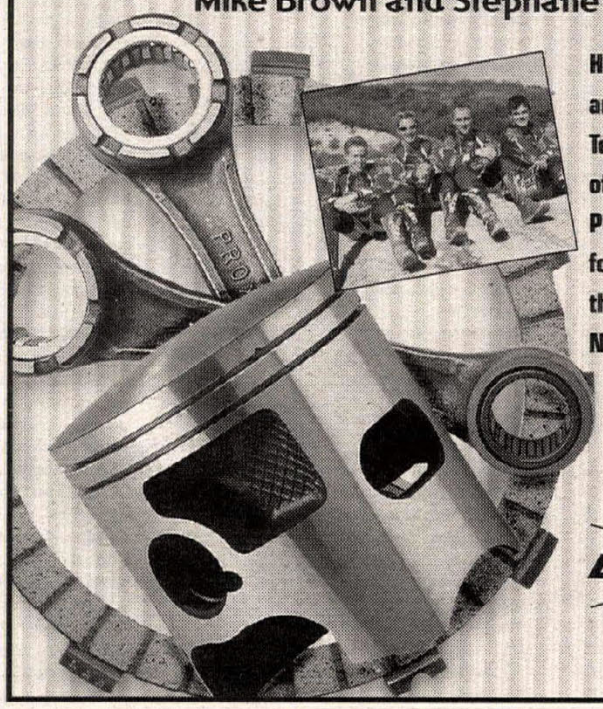

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GUEST EDITORIAL

By Randy Mamola

Well, right now we've got some psychological warfare going on between Max Biaggi and Mick Doohan in 500cc Grand Prix racing. Usually, Max is the guy who has the most to say, while Mick stays pretty quiet. When he talks, it's usually about tires and suspension, and engines.

Now I'll probably get myself in trouble with Mick and Max for talking about this, but here's what I see going on. For some time now, Max has been talking about how he's a rookie with no experience in 500cc racing, which is true, and how he has a private bike without the backup and special bits that the works HRC riders - Mick, Alex Criville and Tadayuki Okada - have. Max has also been talking about his lack of testing time on a 500 at most of the race tracks. Somewhere along the line, Mick started getting tired of hearing this. And I think Max knew that and kept it up, in part to annoy Mick and in part - let's be fair - because a lot of it is true.

Then, after Max won in Brno and Mick crashed, we started hearing from the Italians that Mick had given some interviews on TV and in the press saying all kinds of stuff. Now, I don't really know if this is true or not because I haven't seen the TV stuff and I can't read Italian, but people I trust have translated some of it for me. In one Italian paper, Mick said, "Max is made of plastic, he's not a real person." And then it has Mick as saying, "Max should get sponsorship from Kleenex for next year so he can wipe his eyes while he's giving his excuses."

I don't really know if Mick said that he was going to win all the rest of the races, but when you get into a war of words in the Italian press, things can get out of hand - and also the translations of what Mick says might not be accurate.

The Grand Prix of Imola was the first race Mick in which has ridden since he started talking, and it was about as close to a perfect race as I have ever seen. It doesn't seem to pay to get Mick mad.

Mick didn't get the pole, and he wasn't even second on the grid, but - even though he was only third - he was the guy who did the most laps in the low 1:50s and high 1:49s in the dry Friday session. I felt the same about this race as I felt going into the Jarama race: I thought Mick would smoke 'em. But we all remember what happened at Jarama. Max pushed Mick off line in the first corner, and then he tangled up with Simon Crafar, who was on the other side, and he went down and got no points. If that hadn't happened, I think Doohan would have cleared off at Jarama because he's so damn good on bumpy, rough, "ride 'em cowboy" kinds of tracks with ups and downs and low- and medium-speed corners where he can slide the bike.

I think Jean-Michel Bayle's getting the pole was great. After being out so long with a head injury, especially with all the problems that that brought, I think it's fantastic that in only his second race back, he put it on the pole. He's not ready yet to keep up a hot pace for all 45 minutes, but he's getting there.

I also want to talk about Alex Barros. If he hadn't tangled with Criville in the first corner and run wide, I think both he and Criville would have been right in there in the beginning with Mick and Max. But Mick was just so good and so aggressive on the bike. Even on the last lap, I saw Mick riding so hard and spinning up so much that I thought, "Man, he's punishing that bike. That thing could break!" It didn't break, though, and Mick really made a statement.

He may be right there with Max and Alex in points, but he's only finished eight out of 11 races - with five wins and three seconds - and yet he was just four points behind Max going into the Catalunyan round. Both Max and Alex have finished all the races.

Again, I don't know if Mick really said this, but according to the Italian journalists, he said: "I didn't finish three races, so that's 75 points lost."

If he did say that, it may have gotten to Max. Even if we just give Mick three sixth places, he'd be leading the championship by 26 points. To get back to the war of words, I was told by reliable people that in the front-row press conference in Imola, Mick said something about Max being lucky he didn't fall off when he almost let that victory wheelie get away from him.

Max didn't like that and when it came his turn, he said, "It's better to fall off after you have won the race than to fall off trying to win the race on the first lap."

They told me Mick's eyes flashed when he heard that.

In a way, a lot more happened in the papers in Italy than on the track. On the track, Mick did what he came to do. He was like a boxer coming hard out of his corner and landing every punch he threw and never getting hit. It wasn't a knockout, but the other guy - in this case, Alex - never had a chance.

I've been talking about the words between Mick and Max, but it's not that I'm forgetting Alex. He just doesn't say anything. He's the guy who stands in the back of the room and just watches and doesn't make a sound. He answers questions if you ask him something, and he listens to what you say - but he hangs back. Sometimes I think he hangs back when he races and it makes me want to shake him and say, "C'mon, let's go now!"

When Alex finally caught Max, he passed him easily and started to pull away and go after Doohan. That shook Max up a little bit - I think. Max made one mistake with his foot off the peg when Alex was chasing and then, after Alex passed he made a trip through the gravel trap.

But Alex just ran into a wall when he tried to catch Mick. Doohan just took a tenth or two-tenths every lap. Only on one lap did Alex pull back a couple of tenths, and then on the next lap Doohan took four-tenths. It's demoralizing to be out there on the limit and lapping in 1:49s, faster than you did in practice, and Mick is just pulling away a little bit more every lap. Mick just did not allow Alex to have any hope of catching him. When you start catching somebody, you start getting happy and excited and you get this emotion and momentum built up, and that makes you faster and faster.

It's like a spirit inside of you, like a wildfire, and you just know you can beat the guy in front of you. You forget you are fatigued, and you just get stronger and stronger and more focused. Mick used to get out front but then fall back into Alex's clutches, and he learned his lesson when Alex beat him two GPs in a row at Austria and the Czech Republic in 1996. Now he won't play that game. In Imola, Alex was really putting in some good, fast laps, but Mick just broke his spirit.

Mick's game in Imola was to just go so fast that Alex couldn't rest and couldn't get any closer. When Alex finally gave up, Mick still kept up the pace. It was really a perfect race for Mick. I never saw him up out of the seat and I never saw him put a wheel wrong.

I was talking to Kenny Roberts - Big Kenny - and he said something that made me think. It used to be that in a race there would be some laps where the riders would kind of take a rest - you see that in 250 and 125cc - but here, Mick wouldn't let anybody rest. It almost looked like Mick was showing that if he had to, he could have done a whole race in 1:49s. Mick has got such discipline and such intensity. To match that, you have to train and be as disciplined as Mick. He's like a machine, and it's hard to upset that machine. The fact that Mick seems to get angry with Max hasn't made Mick less focused - it's made him more determined to win every race and to leave Max behind.

Sometimes it's better to let sleeping dogs lie, and to not get a guy mad.

Now let's talk about Alex Criville. In 1996, Alex had a way of racing Mick that worked. He followed him and then pounced at the end of the race. But in 1997 Alex tried the same stuff and Mick's answer was to force the pace early and break Alex. I know that Mick trained harder than ever after 1996, and I think Alex should have trained harder and worked to keep up with Mick's intensity.

I was watching Max in warmup and I think he was holding back, not wanting to show his hand, hoping Mick would think he couldn't go faster. Max is good at mind games, too - but Mick seems to have decided that he's going to play the real game that he knows best. And that is to go as fast as he can in every session and in every race. If he makes another mistake or if his bike breaks, it might lose, but otherwise it looks to me like he'll destroy 'em.

Former Grand Prix star Randy Mamola currently works as a commentator on Speedvision's coverage of the 1998 Grand Prix Series. His thoughts on GP racing can also be found weekly on the Dorna website at www.dorna.com. One of the most popular 500cc GP racers of all time, Mamola finished second in the 500cc World Championship four times. CN

LOOKING BACK...

30 YEARS AGO...
OCTOBER 17, 1968

Montesa Cappra-mounted **Bob Hager** made the cover after he bagged a second-place finish in the 500cc Junior class at the Carlsbad, California, motocross... **Freddy Nix** (H-D) was hot, as he won the 15-mile AMA National at Ascot Park. Nix, who hailed from Oklahoma, was only the third rider from out of state to win the event since 1957... **Sid Carlson** (H-D) won a Tulare half mile dirt track event on a night when several of the top AMA stars were on hand. Reigning Grand National Champion **Gary Nixon** (Tri) was there, and he qualified for the main event before electing not to ride it due to poor lighting... **Evel Knievel** had entered into an agreement with the Centuri Engineering Co. to produce the motorcycle that he was going to use for his Grand Canyon jump. At the time, Knievel was in litigation with U.S. Department of the Interior as he sought clearance to make the jump attempt.

20 YEARS AGO...
OCTOBER 4, 1978

The cover heralded the coming of the Big Four's 1979 motorcycles, and we showed you what to expect by publishing several photos of the new models... **Garth Brow** (H-D) became the first rider ever to win the San Jose Mile twice in a single season, as he held off **Steve Morehead** (H-D) and **Hank Scott** (H-D) to take his second victory of the year at the Santa Clara County Fairgrounds circuit... **Bob Hannah** (Yam) won the opening round of the Trans-AMA Series at Mid-Ohio. **Denny Swartz** (Mai) and **Marty Smith** (Hon) ran second and third overall, respectively... We interviewed **Bob Hayes,** who was hoping to get elected to the California State Assembly in order to get the chance to work for change in Californians' land-use rights... **Team Honda** swept the top three positions at the Bol d'Or 24-hour endurance race, with the team of **Christian Leon** and **Jean Claude Chemarin** taking the win... **Mike Baldwin** (Yam) won both legs of the Formula 750 World Championship race in Mosport, Ontario, Canada, but **Johnny Cecotto** (Yam) finished third to clinch the series title.

10 YEARS AGO...
SEPTEMBER 28, 1988

Thanks to a two-moto sweep by **Ron Lechien** (Kaw), Team USA won its eighth straight Motocross des Nations title in France. **Rick Johnson** (Hon) and **Jeff Ward** (Kaw) comprised the rest of the winning team... Also held in France was the 63rd International Six Days Enduro, which was won by, well, **France**. **Team USA** finished ninth... Defending champion **Dave Schultz** (Kaw) landed the Pro Stock Bike title at the NHRA U.S. Nationals at Indianapolis Raceway Park... **Dave Roper** bagged three race wins and two Historic Cup titles at the eighth annual AHRMA Steamboat Springs Mountain Road Races in Colorado... We presented a historic restrospective of legendary race promoter **J.C. Agajanian** and his fabled **Ascot Park**, which was celebrating its 30th year of hosting National motorcycle races... **Honda** gave us a preview of its 1989 motorcycle lineup, which was being headlined by the funky PC800 Pacific Coast. CN

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